





Vol. XLII. No. 7224.

號八十月九年六十八百八千一英

HONGKONG, TUESDAY, SEPTEMBER 28, 1886.

Mountains, by C.-E. Craddock.

MANTEVERER'S MILLIONS, by T. Wemyss

KORTI TO KHARTOUM, by Col. Sir Charles

THE SEAMY SIDE OF FINANCE, by M. Laing-

UNDER CURBENTS, by Arthur Goddard.

SUNDERED HEARTS, by Annie L. Swan.

REPRESENTATIVE MEN, by Emerson.

HIDDEN DEPTHS, by W. S. Allen.

Goodfellow's READY CALGULATOR.

Anderson's MERCANTILE LETTERS.

Annadale's CONCISE DICTIONARY.

Glenny's GARDENING AT A GLANCE.

INSTRUMENTAL MUSIC.

Songs of Wales:—A collection of

Songs of France :- A collection of

the best French Songs with French

Gems of English Song:-The best

Shower of Pearls :- The only good

GEMS OF THE DANCE :- A capital selec-

GEMS OF STRAUSS :- A selection of his

LANG & CO.

collection of Modern Vocal Duets -

and most carefully compiled collec-

Standard Welsh Songs - - - \$1.00

and English Words - - - - \$1.00

tion of Modern Songs published - \$2.50

published - - - - - - \$2.50

tion of Good Modern Dance Music \$2.50

best Waltzes - - - - - \$2.50

Hayell's ANNUAL CYCLOPADIA.

A FALLEN IDOL, by F. Anstoy.

W. Wilson.

Sailor's POCKET BOOK.

Messon.

THE BLUE VEIL, by Du Boisgobey.

日一初月九年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON :- F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. Gronge HONGKONG, CANTON AND MACAO STREET & Co., 30, Cornhill. Gordon & Goton, Ludgate Circus, E.O. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE: - AMEDEI PRINCE & Co. 36. Rue Lafayette, Paris. NEW YORK :-- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports and Macao at 9 p.m. generally :- BEAN & BLACK, San Fran-ZEALAND :- GORDON & GOTOH, Mel- | will be taken.

hourne and Sydney. CEYLON :- W. M. SMITH. & Co., THE but no Meals. APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c. :- SAYLE & Co., Square, Singapore. C. Heinszen

CHINA :- Macao, F. A. DE CRUZ. Swatow, Quelon & Co. Amoy, WILSON, NICHOLLS & Co. Foochow, HEDGE & Co. Stanghai, LANE, CHAWFORD & Co., and KELLY & WALSH. Yokohomo. LAYE, CHAWFORD & Co., and KELLY

#### Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL....£2,000,000 PAID-UP .....£ 500.000

REGISTERED OFFICE, 40, THREADNEEDLE STREET, LONDON. BRANCHES:

In India, Chins, Japan and the Colonies. THE Bank RECEIVES Money on Deposit, buys and sells Bills of Exchange. issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits :-Fixed for 12 months, 5 per cent. per annum.

On Current Deposit Accounts 2 per cent per annum on the daily balance. APPROVED CLAIMS on the ORIENTA

BANK CORPORATION, in Liquidation, or the Balances of such Claims purchased on advantageous terms.

THE NATIONAL LIFE ASSURANCE SOCIETY H. A. HERBERT, Manager.

Hongkong Branch. Hongkong, May 31, 1886. HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FOR EQUALIZATION ) 8 200,000 of Dividends,..... RESERVE LABILITY OF PRO- \$7,500,000

COURT OF DIRECTORS. Chairman A. Molver, Eso. Denuty Chairman-M. GROTE, Esq. Hon. J. Bell Invinc. | H. Hoppius, Esq. O.D. BOTTOMLEY, Esq. E. H. M. HUNTING-W. H. F. DARBY, Esq. Ton, Esq. H. L. DALBYMPLE, Hon. A. P. McEWEN.

Hon, F. D. Sassoon. CHIEF MANAGER. Hongkong,..... THOMAS JACKSON, Esq. Acting Chief Manager-John Walter, Esq. MANAGER.

Shanghai, ...... Ewey Cameron, Esq. LONDON BANKERS. -- London and County Bank . HONGKUNG.

INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily balanco. On Fixed Deposits :--For 3 months, 3 per cent. per annum.

4 per cent. 5 per cent. : n

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities and every description of Banking and Exchange business transacted. Drafts granted on London, and th chief Commercial places in Europe, India, Australia, America, China and Japan. JOHN WALTER.

Acting Chief Manager. Hongkong, August 28, 1886. NOTICE

DULES OF THE HONGKONG SAVINGS' BANK.

.-The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10

2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3. - Depositors in the Savings' Bank having 2100 or more at their oregit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest. . 4. Interest at the rate of 31 per cent, per annum will be allowed to depositors on

their daily balances. 6. - Rach Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and begin-

6. - Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China

7. -Withdrawals may be made on demand. but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONORONG & SHANGHAI BANKING CORPORATION. JOHN WALTER, Acting Ohiof Manager

# Intimations.

STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

THE HONAM will make a TRIP to MACAO and Back on SUNDAY, the 3rd October, leaving Hongxong at 9 a.m.,

First Class Fare to Macao and back, \$2. No Second Class or Single Fares. Chinese AUSTRALIA, TASMANIA, AND NEW | Servants, 50 Cents each way. No Chits Refreshments will be supplied on Board,

Secretary. Hongkong, September 27, 1886. UNION INSURANCE SOCIETY OF

NOTICE TO SHAREHOLDERS.

CANTON, LIMITED.

TOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the Society will be LOOSE REINS, by Wanda. held at its HEAD OFFICE, Hongkong; on SATURDAY, the 2nd Proximo, at o'Clock, Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year 1885, and for the half-year ending 30th June,

The Transfer BOOKS of the Society will be CLOSED from the 23rd Instant to the 2nd Proximo, both days inclusive. By Order of the Board,

N. J. EDE,

Secretary.

T. ARNOLD,

Secretary. Hongkong, September 20, 1886. 181 HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

ONTRIBUTING SHAREHOLDERS ore requested to send in a STATEMENT GALAXY OF SONG :-- A collection OF BUSINESS Contributed during the Half-Year ended 30th June, 1886, on or before the 30th September next, on which date the Accounts will be Closed. By Order of the Board of Directors, Songs of England :- A collection of DAVID GILLIES,

Hongkong, August 30, 1886.

HONGKONG HOTEL THE HOTEL is now prepared to SUPPLY PIONIC PARTIES, &c., with all

REQUISITES on Moderate Terms. A. FONSECA. Assistant Manager. Hongkong, September 7, 1886.

CHINA AND JAPAN TELEPHONE COMPANY, (HONGKONG EXCHANGE.)

THE above COMPANY is about OPEN a BRANCH at this Port to be worked on the same principle as the SHANGHAI EXCHANGE, which has met with the greatest success since instruments o the latest pattern have been in use. Subscription for One Telephone is \$80 per Annum, payable Quarterly in advance. ELECTRIC BELLS, &c., SUPPLIED.

For full Particulars, apply to A. J. THOMPSON, 4. Club Chambers, CHINA & JAPAN TELEPHONE Co.,

Hongkong, Hongkong, September 22, 1885.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at and, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found necessary. Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Hongkong, August 25, 1885.

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. ATAUTICAL, SCIENTIFIC AND METEOROLOGICAL

INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOOULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s Electro-Plated Ware.

GOLD & SILVER JEWELLERY. in great variety. DIAMONDS

en AND -DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

TENDERS

MOR REPAIRS of the Norwegian Barque BOTVID will be RECEIVED at the Office of the Undersigned up to Noon, on THURSDAY, the 30th Instant. Separate Tenders are requested for :-

1 .- MASTS, SPARS and IRON WORK, com-2.-Repairs to Hull above Copper, and Two New Boars.

3. - STANDING RIGGING Stied complete. RE-RIGGING and RUNNING RICGING. 4.—ONE SUIT SAILS, complete. 5. - DOOKING for EXAMINATION. 6. - RE-coppering if required.

For Particulars of the Work, apply to the MASTER on Board. The Undersigned do not bind themselves | work in the Segama Gold Fields District. to accept the lowest or any Tender. MELOHERS & Co.,

A cents. Hongkong, September 22, 1886.

Business Notices.

TTAVE made special arrangements to

Books Solected from the Works of the Best Authors, as they are pub shed.

CALL ATTENTION TO THE FOLLOWING VEHY CHEAP COLLECTIONS OF

over 190 Old Standard British Songs \$1.00 | OPERATIC GEMS: -Beautiful Melodies

Meet the increasing requirements of our Business, we have

Hairdresser, and have opened up communication between it and

inform them that our NEW, AUTUMN STOCK is now being

shown, replete in all the latest Styles and Materials, and Purchasers

leased the SHOP recently occupied by Mr. H. CAMPBELL,

In making this intimation to our Customers, we would also

From our practical knowledge of Tailoring, Shirt-making, and

Gentlemen's Outfitting, to which we confine ourselves, we can

ensure our Customers careful attention, good value, and punctuality

Victoria Elotel.

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central

and siry positions in the Colony and commanding a splendid view of almost

the entire harbour and within five minutes' walk of the principal Government

Offices (including the Post Office), Banks, &c., has recently been much en-

comfortable and handsome manner, suited to the requirements of the Far East.

Messrs. DORABJEE & HING KEE,

STOCK OF FANCY AND USEFUL ARTICLES.

CLOCKS, and a varied Stock of Fancy GOODS of all kinds.

MUSICAL INSTRUMENTS,

LEATHER GOODS.

W. POWELL & Co.

THE CHINESE INSURANCE

COMPANY, LIMITED.

NOTICE.

THE Transfer BOOKS of this Company

will be OLOSED from the 23rd

SAML, J. GOWER,

Secretary.

the 30th Instant, both days inclusive.

Hongkong, September 15, 1880.

By Order of the Board of Directors,

larged and improved and is now one of the principal Horas in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD

ADJOINING THE STAG HOTEL (NEXT DOOR).

At Cash Prices and for Cash only.

BON MARCHE, next door to THE STAG HOTEL.

NEW

OVER 350 PIECES.

PRICE from 15 CENTS per Yard.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Favorite Scotch Songs - - - \$1.00 Hongkong, August 26, 1886.

JUST RECEIVED THE HISTORY OF PENDENNIS, by Thackeray | THE PROPHET OF THE GREAT SMOKEY (new cheap edition). OUR SENSATION NOVEL, by McCarthy. SNOOPING, by Charles E. Leland. JEEMES KAYNE, second series. UNDER THE RED FLAG, by Braddon. BAD TO BEAT, by Hawley Smart. STRUCK DOWN, by Hawley Smart.

ALIETTE, by Octave Femillet. MOLKA, by B. L. Farjeon. A DRAMA IN MUSLIN, by George Moore. DELIGHTFUL THAMES, by E. F. Manning. CONTRIBUTIONS TO PUNCH, by Thackeray. MISCELLANEOUS ESSAYS AND SKETCHES, by On MARCH, by John Strange Winter. FIRST PERSON SINGULAR, by Christie Mur- A Big Assortment of 40-cent NOVELS.

THE GOLDEN DAYS, by Edna Lyall. THE VALLEY OF TEETOTUM TREES, by Phil. OLIVER'S BRIDE, by Oliphant. IRELAND, by Andrew Reid. Gilbert's COMIC OPERAS. SOCIAL VICISSITUDES, by F. C. Phillip.

WE Two, by Edna Lyall.

CHEAP DICTIONARIES, from 25 cents each. PRAYER BOOKS (very small, for the pocket). Ancient and Modern HYMN BOOKS. PSALMS and HYMNS FOR DIVINE WORSHIP. REVISED TESTAMENT and BIBLE. A FIGHT FOR FORTUNE, by Du Boisgobey. A TERRIBLE COWARD, by G. Melville Foun. THE PARALLEL TESTAMENT. LANE, CRAWFORD-& Co.

Hongkong, September 13, 1886.

CONG FOLIO :-- 115 of the Newest

OCAL FOLIO :- A collection of 83

Modern Songs not found in the Ori-

DANCE FOLIO, Vol. I & II :-- A collec-

WALTZ ALBUM :-- 176 Pages of the

Folio of Music :- New Waltzes,

Songs of Scotland :- All the Old

ROBERT

our Original Premises.

in the fulfilment of orders.

Hongkong, September 16, 1886.

large DINING HALL.

and Smoking Rooms.

Hongkong, September 16, 1885.

Hongkong, September 8, 1886.

VICTORIA EXCHANGE, September 14, 1886.

BRITISH NORTH BORNEO.

TI is hereby notified that for the present

and until a GOVERNMENT OFFICER is

appointed in CHARGE of the GOLD FIELDS,

the Government reserve the full right of

AUSTRALIANS OF AMERICANS to reside or

L. B. VON DONOP,

Acting Colonial Secretary.

REFUSING PERMITS to EUROPEANS

By His Excellency's Command,

Sandakan, 26th August, 1886.

Continental languages are spoken.

TOBACCOS.

CIGARS.

of the Latest and Most Popular

and Most Popular Songs - - \$1.00

ginal Song Folio - - - 81.00

Dance Music - - - - - \$1.00

Late Popular Songs - - - - \$1.00

very best Modern Waltzes - - \$1.00

Polkas, Quadrilles and Dance Music \$1.00

### Intimations.

GRIFFITH'S VIEWS OF HONGKONG NOW READY, , DUDDELL STREET.

> GRIFFITH & Co., MANUFACTURERS OF THE

LONDON ÆRATED WATERS. 1, DUDDELL STREET, Continue to Supply:

WATER, LEMONADE. GINGERADE. TONIC RASPBERRYADE, SELTZBR &c., &c., &c. SARSAPARILLA II At the same Moderate Charges.

Hongkong, June 9, 1885. COMPANY, LIMITED.

NYOTICE is hereby given that an EX-IN TRAORDINARY General MEET-ING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, at 4 p.m. the 13th day of October; 1886, at 12 of the Clock, Noon, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 20th day of September, 1886, will be submitted for Confirmation as a Special Resolution.

RESOLUTION. That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures \$100,000, where they appear twice therein and substituting for such figures, the figures \$150,000. JARDINE, MATHESON & Co.,

General Managers. Dated 20th day of September, 1886. 1809

To Let.

TO LET.

TROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Hongkong & Shanghai Banking Corforation. For further Particulars, apply to the Indersigned. from the Most Popular Operas - \$2.50

E. L. WOODIN, Acting Superintendent .. Hongkong, August 21, 1886.

TO LET.

FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached. Apply to DENNYS & MOSSOP.

Hongkong, January 28, 1886.

For Sale.

FOR SALE.

TULES MUMM & Co.'s may rely upon obtaining from us, only Goods that are new and in OHAMPAGNE good condition; all Stock that had deteriorated from any cause whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year. Dubos Frères & de Gernon & Co.'s

BORDEAUX CLARETS AND WHITE WINES. Baxter's Colebrated 'Barley Bree' WHISKY,-\$73 per Case of 1 doz. GIBB. LIVINGSTON & Co.

Hongkong, July 18, 1884.

WASHING BOOKS. (In English and Ohinese.) TATASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each. CHINA MAIL Office.

Shipping.

Steamers.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship Commandant MACE will be despatched for SHANGHAI shortly after her arrival from

G. DE CHAMPEAUX. Hongkong, September 24, 1886.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship

Commandant BENOIS will be despatched for KOBE and YOKOHAMA shortly after the arrival of the Mail Steamer from Europe. G. DE CHAMPEAUX,

Agent.

Hongkong, September 24, 1886, 1839 EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE, VIA SINGAPORE. (Calling at PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to NEW ZEALAND, TAS-MANIA, &c.)

The Steamship "Menmuir. Captain THELMS, will be despatched for the above Ports on THURSDAY, the 30th Instant, For Freight or Passage, apply to

RUSSELL & Co., Agents.

Shipping.

Steamers. FOR SINGAPORE, PENANG AND OALCUTTA.

The Steamship Captain T. S. GARDNER, will be despatched for the above Ports on WEDNESDAY, the 29th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co.,

Hongkong, September 24, 1886. THE GIBB LINE OF STEAMERS.

FOR PORT DARWIN, QUEENSLAND PORTS AND NEW ZEALAND. THE HONGKONG FIRE INSURANCE | (Destination WELLINGTON, where thr Cargo for other NEW ZEALAND PORTS will be transhipped.)

> The British Steamship Rosamond. Capt. Morrieman, will be despatched as above on THURSDAY NEXT, the 30th Instant

FOR SYDNEY (DIRECT) AND MELBOURNE. Taking through Cargo for ADELAIDE

TASMANIA and NEW ZEALAND.)

The British Steamship Captain RowLEY, due on, the 29th Inst., with part Cargo from Japan and Foochow, will be despatched as above on TUESDAY, the 5th Proximo, at 4 p.m.

The Steamer has excellent Accommodation for First-class Passongers. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Managers. Hongkong, September 27, 1886. 1857

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. STEAM FOR

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE. (Taking Cargo at through rates to CAIr OUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIO PORTS.)

The Co.'s Steamship Capt. P. Radonicich, will be despatched as above on SATURDAY, the 2nd October, at Noon. For further Particulars, regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,

Hongkong, September 17, 1886. 1791 OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI PIA AMOY. Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Captain Jackson, will be despatched as above on SATURDAY, the 2nd October. For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, September 27, 1886. SHIRE LINE OF STEAMERS. FOR LONDON AND HAMBURG.

The Steamship Breconshire. W. WARING, Commander, will be despatched for above Ports on or about the 2nd October. For Freight or Passage, apply to

ADAMSON, BELL & Co.,

Hongkong, September 21, 1886. NAVIGAZIONE GENERALI ITALIANA FLORIO & RUBATTINO

UNITED COMPANIES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND

MARSEILLES. Taking Cargo at through rates to all MEDI TERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA and also to NEW YORK & BUENOS AYRES (MONTEVIDEO.)

The Co.'s Steamship R. Rubattino
will be despatched as
above on MONDAY, the 4th October. The Steamers have splendid Accommodation for Passengers and carry a Doctor

and Stewardess. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Agents. -Hongkong, September 23, 1886. FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL

(Taking Cargo at through rates to

INTWERP, AMSTERDAM, ROTTER-

DAM, LONDON, LIVERPOOL and BREMEN.) The Steamship. Polyhymnia, be despatched for the

Captain F. Nagel, will above Ports on THURSDAY, the 7th October, at Daylight. For Freight or Passage, apply to

Hongkong, September 27, 1886.

## Shipping.

Steamers.

STEAM TO SHANGHAL The P. & O. S. N. Cc.'s Steamship Verona

place about 24 hours after her arrival with

the outword English Mails. E. L. WOODIN, Acting Superintendent.

will leave for the above

P. & O./S. N. Co.'s Office, Hongkong, September 27, 1886.

Sailing Vessels.

FOR SAN FRANCISCO. The 100 A.1. American Ship . T. F. Oakes, CLIFF, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, September 6, 1886. 1722

FOR NEW YORK:

The American Barque Annie W. Weston, DUNCAN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL'& Co. Hongkong, September 13, 1886.

Notices to Consignees.

FROM LONDON. THE BRITISH BARQUE ANTOINETTE.

CONSIGNEES of Cargo by the above named Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods. Cargo impeding the discharge of the Vessel will be landed and appred at Consigness' risk and expense.

MELOHERS & Co. Hongkong, September 25, 1886.

NOTICE TO CONSIGNEES. FROM CALCUTTA; PENANG AND

SINGAPORE. TIHE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge will be at

once landed and stored at Consignees' risk and expense, and no Fire Insurance will be Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 28th Instant.

DAVID SASSOON, SONS & Co.,

Hongkong, September 24, 1886. FROM GLASGOW, LONDON, PENANG AND SINGAPORE.

ffile Steamship Glenorchy having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium. are being landed at their risk into Messrs. JARDINE, MATERSON & Co.'s Godowns, West Point, whence delivery may be ob-

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. Cargo remaining undelivered after the 30th Instant will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co. Hongkong, September 24, 1886. GERMAN BARQUE PAPA, Captain C.

L. HENNE, FROM HAMBURG. ONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge will be at once landed and stored at Consignees' risk

SIEMSSEN & Co., Hongkong, September 25, 1886.

Not Responsible for Debts.

A Jeither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:-Annie H. Smith, American ship, Capt. R. B. Brown.—Arnhold, Karberg & Co. ANTIOCH, American barque, Capt. H. J. Hemingway.—Arnhold, Karberg & Co. BILLY SIMPSON, British barque, Capt. F.

Borvid, Norwegian barque, Captain Ch. Henriksen.-Melchers & Co. GALATEA, British ship, Captain William Colville,—Borneo Co., Ltd. GRANDRE, American ship, Captain T. H. Evans. - Melchers & Co. HARVESTER, American ship, Captain Wm. Taylor. - Order.

. Brown. - Captain.

HYDRA, German barque, Capt. C. Binge. -Siemssen & Co. JOHN FRAHRY, British ship, Capt. Thos. Ryan.—Messageries Maritimes. PENDESCOT, American barque, Capt. O.

G. Eston. -Adamson, Bell-& Co. RIESTON, British barque, Captain Jas. Neave. -- Iardine, Matheson & Co. SARAH HIGNETT, American ship, Capt. A. Morgan. —Ed. Sodelihas & Co. SPINAWAY, British barquentine, Captain

SIEMSSEN & Co., Agents.

James Garrick.-Siemssen & Co.

VICTORIA EXCHANGE, QUEEN'S ROAD CENTRAL.

## STORES.

EX AMERICAN MAIL STEAMER. Smoked HAMS. Goldon SYRUP in Gallon Tins. Assorted SYRUPS. CUTTING'S Table FRUITS.

... ASPARAGUS. Queen OLIVES. Sausage MEAT. CAVIAR.

Potted MEATS. MACKEREL in 5th Tins. Eagle Brand MILK. Lamb's TONGUES. Green CORN.

Baked BEANS.

BRAWN.

A LARGE ASSORTMENT

# COOKING AND PARLOUR

STOVES. WARE COOKING utensils. WOFFLE IRONS. CHARCOAL IRONS. KEROSINE LAMPS.

NONPAREIL KEROSINE OIL.

WINES, &c. SPARKLING SAUMUR, Pts. & Qts. @ \$11 and \$12. CUP CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SACCONE'S SHERRY. SACCONE'S INVALID PORT. ROYAL GLENDEE WHISKY. JAMESON'S WHISKY. OLD BOURBON WHISKY. HEERING'S CHERRY CORDIAL. ASSORTED LEQUEURS. DRAUGHT, ALE and PORTER.

THE USUAL ASSORTMENT

## OILMAN'S STORES.

Lowest Possible Prices

FOR, CASH.

Macewen, frickel & Co. Hongkong, July 1, 1886.

# To-day's Advertisements.

FOR LONDON VIA SUEZ CANAL.

The Steamship Glengarry, . Captain TAYLOR, will be despatched as above on THURSDAY, the 30th Instant, at 3 p.m. This Steamer has superior First-class Accommodation for Salcon Passengers and carries a Doctor and Stewardess.

For Freight or Passage, apply to A JARDINE, MATHESON & Co. Hongkong, September 28, 1886.

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW. The Co,'s Steamship Captain WYLLIE, will be despatched for the above Port on THURSDAY, the 1st October, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers, Hongkong, September 28, 1886.

FOR SHANGHAI. The Steamship Gilsland. above Port on FRIDAY, the 1st October,

Captain Wm. Porrs, will be despatched for the at 4 p.m. For Freight or Passage, apply to

SIEMSSEN & Co. Hongkong, September 28, 1886. 1861 INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SHANGHAL (Taking Cargo and Passengers at through rates for CHEFOU, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Capt. BREMNER, will be despatched as above on SATURDAY, the 2nd October, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, September 28, 1886.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship Capt. Thomeson, will be Hongkong Bakery Company, Ld. ... despatched as above on SATURDAY, the 2nd October. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents. Hongkong, September 28, 1885. TO LET.

TOOMS in 'COLLEGE CHAMBERS,' Nos. 7 and 9, SEYMOUR TERRACE. No. 16, HOLLYWOOD ROAD.

Apply to DAVID SASSOON, SONS & Co. Hongkong, September 28, 1886.

#### To-day's Advertisements.

NOTICE. AR. CHARLES DAVID WILKINSON Solicitor, Joins me in Co-Partnersure from this date, and our Business will in future be carried on under the Style of

'CALDWELL & WILKINSON. Hongkong, 28th September, 1886. DANIEL E. CALDWELL. 50, Quoen's Road.

TO BE LET. TROM the First of November, THE NEW PREMISES, BANK BUILDINGS, immediately opposite the Hongkone Horse's Main Entrance. ! On the Ground Floor Two Handsome Plate-Glass Snor Frontages each of 40 feet, and on the Second Floor a Suite of 2 large and airy Rooms.

BREEZY POINT, ROBINSON ROAD.

With Immediate Possossion. GODOWNS at WEST POINT-Large and

Small.

COAL STORAGE.

BISNEE VILLA, PORFOLUM. Apply to

SHARP & Co. Hougkong, September 28, 1886. 1862

#### SHIPPING.

ARRIVALS. September 27, 1886 :--

Yangtee, French steamer, 2,371, Lormier, Shanghai September 25, Mails & General - MESSAGERIES MARITIMES. Benlarig, British steamer, 1,482, Clark, London August 15, and Singapore September 21, Goneral.-GIBB, LIVINGSION & Co.

September 28 :--Johann, German ateamer, 428, H. Bi go, Tientsin September 20, and Chefoo 22,

General - WIELER & Co. Canton, British steamer, 1,110, J. Brem. ner, Shanghai September 25, General.-

JARDINE, MATHESON & Co. Sanchow, British steamer, 313, C. Koch Pakhoi Sept. 24, and Hoihow 26, General

Autioch, American barque, 953, H. Hemingway, Newcastle August 4, Coal. ARNHOLD, KARBERG & Co. Neckar, German steamer 1,870, H. Baur, Shanghai September 26, Mails and General

-MELCHERS & CO. Penobscot, American barque, 1,066, O. G. Eaton, Newcastle (N.S. W.) Aug. 12, Coal -ADAMSON, BELL & Co.

Tarapaca, British barque, 494, G. F. Graham, Manila September 17, Balla t .-Fokien, British str., 509, J. S. Wyllio,

Amoy September 27, General. - Douglas Glengarry, British stenmer, 1,955, Taylor,

Amoy September 27, General.-JARDINE, MATHESON & Co. OLEARED. Alex. McNell, for New York.

J. II. Bowers, for Honolulu. Saltee, for Haiphong. Protos, for Saigon. Anton, for Hoihow and Pakhoi. Normanton, for Nagasaki. Bentarig, for Yokohama,

Destination.

Hamburg, and Ports of Call

Havre, &c., via Suez Canal

Kobe and Yokohama......

London and Hamburg.....

London, and Ports of Call.

Stocks.

INBURANCES.

North-China Insurance Co., Ld.....

Hongkong and Shanghai Bank Corp. 60,000 8

Yangtsze Insurance Company, Ld.... 8,000 E

Union Insurance Society Co., Ld.... 10,000 8

China Traders' Insurance Co., Ld.... 24,000 3

Canton Insurance Office Co., Ld..... 10,000 9

Hongkong Fire Insurance Co., Ld. .. 8,000 8

China Fire Insurance Co., Ld...... 20,000 \$

HK. C. and M. Steamboat Co., Ld. 8,000 3

Douglas Steamship Co., Limited .... 20,000 \$

China and Manila S. S. Co., Ld ..... 3,500 8

Hkong & Whampon Dock Co., Ld. 12,500

HK. and Ohina Gas Co., Limited. 1 5, 100

Hongkong Hotel Company, Lt.... 3,000 t

Ohlna Sugar Company, Limited ..... 9,000

Hongkong Ice Company, Limited ... 5,000 1

Luzon Sugar Company, Limited..... 7,000 \$
Perak Tin Mining & Sting Co...... 5,000 \$

Salangore Tin Mining Co. (S'hai)..... 2,500

Puniom & Sunghie Dua Samatan 40.000\$

H'kong Rope Manufactory Co., Ld. 3.0008

H. & M. Glass Manufacturing Co. ... 4.0008

A. S. Watson & Co., Limited .....

Chinese Imp. (Ch. Bank Loan) 1885

Indo-China S. N. Company, Limited 18, 387 5

STRANBOAT COMPANIES.

MIECELLANEOUS

3,000 shs. issued ......

Chinese Insurance Co., Limited..... 1,500 8 1,000 \$

London, via Suez Canal.

London, via Suez Caual.

#### DEPARTURES. Soptember 28 :-

Tawan, for Sydney via Foochow. Palamed, for Amoy and Shanghai. Mount Lebanon, for Newchwang. Rapid, for Bangkok. Achilles, for Singapore and London. Canton, for Whampon. Nanshan, for Swatow. Esmeralda, for Amoy and Manila. Namod, for Coast Ports. Johann, for Whampos.

PASSENGERS.

Per Yangtse, from Shanghai : for Hongkong, Messrs G. L. Peabody, Oliver Ames, Baron de Chambrier, L. M. Guttorres, de Silva (Portuguose Vice-Consul), and 9 Chiness; for Marsoilles, Rev. E. Annelli, Mr T. O. A. Holz, and 9 Chinese. Per Benlarig, from Singapore, &c., 30

Por Johann, from Cheloo, &c., 4 Chinese. Per Canton, from Shanghai, 69 Chinese. Por Soochow, from Pakhoi, &c., 17 Chi-

Per Neckar, from Shanghai, Dr. Lührsen, (German Consul General), Mrs Lührsen, 5 children and 4 European servants, Messrs E. Ebrahim, H. Peterson, W. F. Finnis, and D. Smith

Por Penobscot, from Newcastle (N.S.W.), Mrs Eaton and son. Per Fokien, from Amoy, Mr Mohta, and Per Glengarry, from Amoy, Messrs Jones, Robert and Smith.

/ DEPARTED. Per Taiwan, for Sydney, Messrs J. Niblock, J. Summers, J. Gribben, A. Palmer, J. Fox and D. Nouton, Per Palamed, for Amoy, 40 Chinese. Per Mount Lebanon, for Newchwang, 2

Per Achilles, for Singapore, 378 Ohinese. Per Namoa, for Amoy, Messrs C. G. de Cawaths and Vaughan, and 30 Chinese.

TO DEPART. Per J. H. Bowers, for Honolulu, 19 Chi-Per Saltee, for Haiphong, Capt. George

Vlavianous, and 20 Chinese. Per Protos, for Saigon, 200 Chinese. Par Anton, for Holhow, &c., 50 Chinese.

#### SHIPPING REPORTS

The German steamer Neckar reports: From Shanghai to Hongkong, voyage, 2. days 7 54"; and experienced N.E. monsoon throughout with fair weather.

The British barque Tarapaca reports: Had variable weather with light N.W. winds and calms on the Coast of Luzon; and strong Easterly currents on the Coast of China, N.E. winds, and strong S.W.

The British steamer Fokien reports : Had moderate N.E. wind and fine weather throughout. Steamers in Amoy, Thales, Hailoong and Zufiro. The British steamer Glengarry reports : Had fresh N.E. winds and hazy, with N.E.

# POST OFFICE NOTICES.

MAILS will close:-For УОКОНАМА & КОВЕ.— Por Benlurig, at 11.30 a.m., on Wodnes-

day, the 29th inst. For STRAITS AND CALOUTTA .-Per Japan, at 2.30 p.m., on Wednesday, the 29th inst.

For HAIPHONG.— Per Actie, at 4.30 p.m., on Wednesday, the 29th inst. For NAGASAKI, KOBE & YOKOHAMA: Per Normanton, at 5 p.m., on Wednesday, the 20th inst., instead of as pro-

Vessels Advertised as Loading.

Captain.

Neckar (s) ...... Baur ...... Norddeutscher Lloyd .....

Polyhymnia (s)..... F. Nagel..... Siemssen & Co.....

Thompson.

SHARE LIST. -QUOTATIONS.

\$4,500,000

\$ 200,000

155,000 8

180,000

30,000

6,000

28,711.50 8

50 8

50 all 5 142,370.01 8

250 8

Paid- Position Per LAST REPORT. Last Dividend

201 £ 54 Tls. 100,000 Tls. 625,484.55 Tls. 20 p. sh. Tls. 300 per share

439,089,41 \$31 p sh. /84 \$96

187.524.75 20 % P annum \$70

466,214.43 10 % for 1885 \$871

283,482.55 \$27.60 for '85 \$4324

1151.13 June 30/E6

13.451.51 None

690.66 816

1,094.523 %

First year

Payable.

June 16& Dec.

March 15

June 30

Oct. 15

Jan. 18

1,125.30.812

Benois ..... Messageries Maritimes ...

viously notified.

Glengarry (s) ..... Taylor ....

Annie W. Weston......Duncan .....

Vesicis.

Nestor (8)

Canton (s).....Bremner.....

San Francisco, via Yokohama. City of Sydney (s).........

Singapore, Penang and Calcutta Japan (s)......T. S. Gardner.....

Sydney and Melbourne, &c .... Menmuir (s)...... Thelms..... Thelms....

5,000 £

Sydney and Melbourne.......Pathan (s).................Rowley......

#### POST OFFICE NOTICES. MAILS will close:-For COOKTOWN, TOWNSVILLE, BRIS

BANE & NEW ZEALAND.-Per Rosamond, at 3.30 p.m., on Thursday, the 30th inst. For SHANGHAL-

Per Cauton, at 3.30 p.m., on Saturday, the 2nd October. For SINGAPORE. ---Per Polyliymnia, at 4.30 p.m., on Wed-

nesday, the 6th October. MAILS BY THE FRENCH PACKET .--The French Contract Packet Yandise will be despatched on THURSDAY, the 30th September, with Mails for the United Kingdom, Europe, and places beyond, vid Naples; to Saigon, Straits Settlements, Batavia, Burmah, Coylon,

Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing the Mails, &c.

the Australasian Colonies, Pondichery,

MAILS BY THE GERMAN PACKET,-The German Contract Packet Neckar will be despatched on FRIDAY, the lat October, with Mails for the United Kingdom, Europe and countries beyond, vid Brindisi; to the Straits Settlemente, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar,

The hours observed in closing the Mails, &c. will be the same as in the case of the French Packet. Correspondence should be marked PER GERMAN MAIL, or with the name of the Packet.

MAILS BY THE UNITED STATES PACKET. -The United States Mail Packet San Pable will be despatched on SATURDAY, the 2nd October, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows :-

2.15 P. M. Registry ceases. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET .-The British Contract Packet Ancona wil

be despatched on TUESDAY, the 12th October, with Mails for the United Kingdom, Europe, and countries beyond, rid Brindisi; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar. The usual hours will be observed in closing

the Mails, &c. HOURS OF CLOSING

THE FRENCH MAIL The following hours are observed in closing Mails, &c., by the French Contract Packet :-

Day before departure,r. M. -- Money Order Office closes Post Office closes, except the NIGHT Box, which is always open out of Office hours. Day of departure,-

A.M. - Post Office opens. A.M. -Registry of Letters ceases. Posting of all printed matter and patterns ceases.

A.M. - Mails closed, except for Late 11.10 a.m.-Letters may be posted with Late Fee of 10 cents until 11.30 A.M.—When the Post Office closes

11.40 A.M.-Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure,

Agents.

Jardine, Matheson & Co ...

Russell & Co.....

Gibb, Livingston & Co....

Pacific Mail S. S. Co.....

Russell & Co.....

Siemssen & Co.....

Butterfield & Swire .....

Jardine, Matheson & Co..... October 2, at 4 p.m.

David Sassoon, Sons & Co.... September 29, at 3 p.m.

Russell & Co.....September 30, at 4 p.m.

Gibb, Livingston & Co...... October 5, at 4 p.m.

Messageries Maritimes......Quick despatch.

P. & O. S. N. Co.....Quick despatch.

8 111,760.34 £2 div. 1-year 160 % prem., buyers

2,868.89 6 % for 1885 9185 per share.

12,850.746 % half year 66 % prem., buyers

6,701.43 7 % half year \$114 % prem., buyers.

1,527.3.11 10 % and 2 % \$120 per share

1,321.41 \$6 half year \$184 per share

6 months

\$48 ex div.

\$102 per share, buyers

ex div.

buyers

nomina

840 per share

60 discount

\$125, buyers

G 2 prem.

8 % prem.

3 % prem.

A. G. STOKES, Share Broker.

228,811.67 & 6 for 1881 \$87 per share

4,387.5.9 7 % for 1885 3 % dis.

Butterfield & Swire ....

Adamson, Bell & Co ....

Carlowitz & Co.....

Date of Leaving.

Oct. 7, at daylight.

Soptember 30, at 3 p.m

October 12, at 4 p.m.

September 30, at noon.

September 30, at 4 p.m.

October 12. at 3 p.m.

October Last 4 p.m.

Quick despatch.

About October 2.

Quick despatch.

. Quick despatch.

**SEPTEMBER 28, 1886** 

Closing Quotations,

a cash

#### MEMOS. FOR TO-MORROW Shipping.

3 p.m. — Japan leaves for Singapore, Penang and Caloutta.

## General Memoranda.

THURSDAY, September 30 :--Tenders for Repairs of the Norwegian barque Botvid received at the office of the Mears Melchers & Co. up to Noon. Statement of Business with the Hongkong and Whampon Dock Co., Ltd., to be sent in before this date.

Goods per Glenorchy undelivered after this date subject to rent. RIDAY, October 1 :-6.30 p.m. - Meeting of H.K. Football Club at the Victoria Recreation Club. ATURDAY, October 2:-

Noon.-Meeting of The Union Insurance Society of Canton, Ltd., at its Head Office, Hongkong.

GARDEN SEEDS. SEASON- 1886. MOST OF OUR

LILOWER AND VEGETABLE SEEDS

NOW READY FOR DELIVERY. A Second Shipment is expected by

EARLY STEAMER Speciality: ANSYSEE

in packets of six-named varieties. FINE SELECTED SEEDS. Price, \$1.00.

A. S. Watson & Co., Limited HONGKONG. Hongkong, September 9, 1886.

The publication of this issue commenced

## The China Itail.

HONOKONG, TUESDAY, SEPTEMBER 28, 1886.

THE remarks in the morning paper reference to the alleged Cargo-boat grievance are somewhat inconsequential. It is alleged that 'grievance-mongers whatever that elegant expression may mean, when applied to the Committee of the Chamber of Commerce and merchants generally) represented this matter to be a serious question; but because the whole affair has been practically dropped, the inference is and may be expected to arrive on the 4th drawn that the matter is of no consequence, and never was. ! This,' the writer continues, is to be regretted, for there is undoubtedly room for improvement. Why all this reference to so-called grievance-mangers, if the shelving of the question is to be regretted, and if there is room for improvement" The writer in the Press next proceeds to show certain phases of the grievance, and he floats the merchants concerned for having failed test the defective law on the subject because of what he styles the ridicalous four of being boycotted." fails to point out that the irresolution of the Government in this matter was accepted by the boat-people as a sign that they could defy the merchants; by the Chief Justice. and those who knew the temper of the threatened hoat-league at that time will prosecuting, but simply that they did not think the matter worth fighting about. Growing bolder as he proceeds, the writer in the morning paper explains the all the large shipping firms now have

as follows:-Since, however, there is some doubt about the law, and the provision rendering it an offence for cargo boats to refuse hire inoperative without being repealed, a Bill to the particular provision, but also inisting regulations as may be shown to be necessary. It is true the public have not displayed much interest in the question, but the Government should not always wait for popular clamour before taking action. The fact is, the grievance, if it exist at all, is confined to a few houses the Law Revision Commission will no doubt

be for a number of years,

other way than by shelving the question

probably been the main reason why the

whatfage accommodation and lighterage

to of late, and why the native Cargo-

boat industry will soon become ex-

tinct. At this time of day, how-

ever, it is somewhat remarkable that

the Press should now give a one-sided

resume of the agitation, scold every

one concerned, and then, as if afraid

of what he had said; write sugges-

ting a legislative remedy for what he

has already described as a thing invented

LOCAL AND GENERAL. PASSED SURE CANAL. OUTWARD BOUND :- Colombo, Angers, Aug.

27 : Amphitrite, Buropa, 31 ; Clyde, Oxus, Teviot, Moray, 17.

The next French Mail, per the M. M. fold. They did so, and then esked Herr

Wednesday, the 29th inst.

The steamship R. Rubbattino left Singapore the Minister's demurring, the Chinese re-

on or about the 29th inst. The O. S. S. Co.'s steamer Telamon, from point off his German colleague. - N. C. D. Liverpool, left Singapore on the 24th News. inst., and may be expected hero on tho

The S. S. Wingsang, from Calcutta, left Singapore on the 27th instant, and may be expected here on or about the 3rd

The Union Line steamer Dupuy de Lome may be expected here on or about the

The China Shippers Mutual S. N. Co.'s steamship Chingwo, from London, left Singapore on the 26th inst., and may be expected here on or about the 2nd

Messas Jardine, Matheson & Co., inform us that the S.S. Wingsang, from Calcutta, left Singapore for this port yester-

THE Gorman mail stoamer Neckar, which arrived here this afternoon, reports having made the passage from Shanghai in 2 days, 7 hours, 54 minutes.

THE French Mail leaves this week for home on Thursday, as usual; and the German mail leaves on Friday. The following English mail leaves on Tuesday, the 12th October, this day fortnight. MESSES Russell & Co. inform us that the

Union Line steamer Diepuy de Lome, left Singapore, for this port yesterday (27th), Messes Arnhold, Karberg & Co. inform us that the China Shippers Mutual S. N. Co.

S.S. Chingwo, from London, left Singapore for this port on the 26th inst., and may be expected here on or about the 2nd prox. THIS morning, in the Supreme Court, Mr Charles D. Wilkinson, formerly solicitor in Swanses, was, on the motion of the Acting Attorney General, admitted as a solicitor to the Court. The motion was supported by affidavits filed by Mr D. E. Caldwell

H.E. General Cameron was expected to light was first seen at about 3.30, up to the

According to the Penang Gazette of the 17th ision occurred that the steamer blew a instant, not only is there a great depression | whistle, altered her course so that the junk whole situation, thus: The fact is, the in business there, but also of spirits, and in could see her red light, and with her stern gricvance, if it exists all, is confined to a consequence, the monotony is something struck the junk on her starboard bow few houses which have only occasionally | terrible. Can no one (asks the Gazette) hit | opposite the foremast, carrying away the

of despond' into which we have fallen their own lighters and are independent THE Penang Gazette of the 17th September in which the evidence was given was not of cargo boats. We have no hesitation anys .- We are informed, on the heat of creditable to the witnesses, who greatly whatever in stating that this is a most authority, that only three days ago fifteen oxaggerated their losses and who seemed inaccurate statement. Several of the Achenese prisoners—the majority of them more disposed to consider how the answers leading cargo-movers were the greatest incendiaries, and said to have been caught they gave to the questions put to them sufferers, and the authors of the most rod-handed-were hanged at one and the would affect their case than to give a true some time at Langkat by order of the account of what actually occurred. The bitter complaints. But the real reason Datch Government. An eye witness states evidence did not correspond in two imwhy the grievance was not tested by that after hanging until life was pronounced portant respects with the Preliminary Acts. legal action, and why a certain amount to be extinct, the bodies were cut down. The bearing of the Thibet when first seen, as of lukewarmness was shown in regard stretched upon boards, and placed on the given in the Preliminary Act, was S. W., but to the subsequent inquiry, was, that the roadside, where they were exhibited for with the assent of counsel for the defendant, merchants saw that the Government upwards of six or seven hours. This re- the Preliminary Act was amended and the would not move in the matter in any volting spectacle was thought by the local bearing altered to N.E., which was subseon to a Committee. This conviction has inclined to believe otherwise. What makes atcering is stated in the Preliminary Act to this wholesale execution the more to be have been N.N.W., but according to the facilities have been more fully attended ed victims were launched into eternity Assuming the junk to have been steering peaceable planters in the interior will be and taking into consideration the position even less secure than at present. The bitter in which the witnesses on the part of the feeling existing between the Achenese and Dutch is daily becoming more and more

action in the matter. In course of time once elsewhere and sure of never being count were used, and one of these torches brought back to Lombok, they will no was seen by the Thibet people to be lighted come to the portion of our statute book doubt feel inclined to give evidence against after the whistle of the Thibef blew. Two dealing with this matter, but that may not, the managers of the prahu. In that case, torches, I am advised, would hardly burn the Government will also have in its hands for 20 minutes. If the two torches were

the cine whereby, through; our maul General at Singapore, to find out those conducting this disgraceful traffic in human flesh there, and check it effectually.

Sept. 3; Glenfinlas, Hesperia, Clay- A RATHER amusing story has come down to more, Krupp, 7; Titan, 10; Benarty, us from Poking. It appears that there is a Orion, 14; Agamemnon, Pembrokeshire, colony of Gorman Catholic Missionaries in the North, who have hitherto been under HOMEWARD BOUND: - Stentor, Angerton, French protection; but as they are German Mosser, Laju, Sept. 3; Benalder, 7; subjects, the German minister, in the exer-Glenfruin, Priam, Lydia, 10; Jason, 14; cise of that all-embracing energy that has Melbourne, Albany, 17: lately become the fashion at the canital. insisted on their returning to the Teutonio Co.'s steamer Diemnah, left Saigon on von Brandt for passports. By a special ar-Sunday, the 26th just., at 10 a.m., and rangement, the French missionaries have may be expected here on or about passports allowing them to buy land and houses for religious purposes, such fund and next American Mart, por the P. buildings when acquired being registered M. S. S. Co.'s stenmer City of Sydney, by the Chinese as the property, not of inleft Yokohama on Sunday, the 26th dividuals, but of the Christian communities, inst., at daylight, and may be expected | including the native converts. When Herr here on or about Saturday, the 2nd von Brandt asked for the passports, the Chinese offered him the ordinary passports on the 23rd just, and may be expected plied that was the only kind of passport here on or about the 29th just. they had ever given to Germans, and they The Ben Line steamer Benvenue left Sings- did not intend to make a change now. pore for this port and Shanghai on the The German missionaries perforce returned. 23rd instant, and may be expected here to the sheltering arms of France, and the French Minister considers that he scored a

> THE COLLISION BETWEEN A JUNK AND THE THIBET. -- DECISION.

Mr J. J. Francis-I appear in this case

Mr Leach is indisposed, This case was a case of damage and was tried without pleadings, on the Preliminary Acta It is somewhat a peculiar one, because objections having been taken, it cannot therefore be disposed of on the Regulations which have been adopted by nearly all maritime nations, as, although assented to by Japan, they have never been adopted by China. The case must therefore be tried by Maritime law apart from the Regulations—the Regulations not being bind ing on the Chinese junk cannot be held to be binding on the British steamer. (See Lowndes on Collisions, p. 178 and seg. and Marsdon on Collisions, p. 212-215.) The

to blame. (See Marsden on Collisions, p. 2. whom Mr Wilkinson is to assist in his extending business, and was readily granted

the collapse of the official inquiry goes to show that it was no such fear as this Instruct of going from Singapore to Penang lengaged in burning torches in order to boycotting] that deterred people from as originally intended, Fryers' Circus has attract the attention of those on board the proceeded to Bangkok. Penanc seems to be in a bad way at present. and it was not until just before the coll-

> authorities to have a deferrent effect upon | quently deposed to by the witnesses for the other well-known malefactors; but we are junk. The direction in which the junk was lamented is the alleged fact that the wretch- evidence the direction would be N. W. without form or trial. If the Achenese adopt N. W. and the light to have been seen a like system of reprisals—and there is very | bearing N. E. from the junk at a distance

intensified; and there is no hope whatever of this bitterness ever becoming modified, THE Stratts Times translates the following ought to have seen both the red and green from the Sourabaya Courant:-Recently, lights of the steamer or at least one of them by grievance-mongers. He concludes we called attention to the fact that the some ten minutes before the collision. But Madura, a man-of-war, had made a good | the junk certainly did move according to catch by seizing a large slaver's praku. her own account. In the Preliminary Act This vessel, it has since turned out, came her speed is stated to have been about 42 from Endeh on the coast of Flores. She miles an hour and her witnesses all stated when disengaged is alleged to have become had taken in her cargo of living flesh,—all that she was going at considerable speed, when disengaged is alleged to have become had taken in her cargo of living flesh,—all that she was going at considerable speed, in operative without being repealed a Bill of them being boys and girls—in Lombok, until the effect of their swidence was and was bound for Singapore where sales pointed out to them. If she had moved on a proper footing, not only with regard of this kind of merchandise seem to be re- at all the ought to have seen the steamer's gularly carried on. As has been already green light, but then a collision would corporating such improvements in the ex- mentioned, the prahu, with her living cargo, have been impossible. The steamer was has been taken to Timor, where our au- going at about 12 knots an hour. If her thorities will have to inquire into the mat- white light was seen abeam of the junk, as ter. Unfortunately, owing to flaws in stated, the junk steering N.W. and going our judicial procedure, it will be very 44 knots an hour and the steamer steering hard to bring forward legal proof of slave S.W. going 12 knots an hour, I am advised dealing. The slaves do not readily turn that the steamer must having passed about informers. They know but too well that, 14 miles astern of the junk. If, however, for them; there is no greater danger than she caw the light at all, she must have seen in the harbour, because all the large ship. returning to their homes in Lombok as it on her starboard bow and she must have ping firms now have their own lighters and freed slaves. For, and this is a fact worth seen the red light some ten minutes also are independent of cargo boats, while the particular notice, in Lombok, the custom before the collision. The witnesses may have creation of wharf accommodation in the among the people is to kill returned slaves made a mistake as to distance but they colony is tending still further to restrict right off. The why and wherefore of this, could not make a mistake as to time if their the use of these craft. If, however, those it would be worth while to investigate, evidence be true, because they say they who still have occasion to use cargo boats We merely state the fact. On this ac- took it from the clock and they make it are subjected to extertionate charges or to count, we urge that, whatever may hap between 20 and 25 minutes from the time inconvenience by being unable to obtain boats pon, these liberated unfortunates abould they first saw the light until the collision. when they are required and there is no real not be taken back to their own country. During the whole of that time they were souable excuse for their not working, the but that they should be ensured safer burning torches and watching the ship, Government ought to take immediate shiding places elsewhere. When they are Three torches only, according to their ac-

SUPREME COURT IN ADMIRALTY. (Before Sir George Phillippo, Chief Justice, and Capt. H. G. Thomsett, Nautical Assessor. Tuesday, Sept. 28. Decision was given this morning by the Chief Justice in the action raised by the owners and crew of a Chinese junk against the S. S. Thibet. The Acting Attorney General, instructed by Messrs Wotton and Deacon, appeared for the plaintiff, and Mr J. J. Francis, Q.c., instructed by Messrs Sharp, Johnson and Stokes, appeared for the defendants. for my friend, Mr Leach, who I am sorry s unable to appear to day. The Chief Justice-I am sorry to hear junk therefore has to make out a case of negligence against the steamer and the bare fact of non-observance of any of the Regulations by the steamer would not entitle the junk to succeed, nor yet to oblige the Court to hold that both parties were equally According to the evidence on the part of the junk, as given by the crew, if it could be believed, those on board the steamer were undoubtedly guilty of gross negligence. On the 12th June 1886, the junk was according to the junk's account) in the Formoss channel, making a voyage from Tament to Foochow. At about 3.30 a.m. white light was seen bearing N. E. at a distance of about 44 miles, the wind being from that direction; the junk was steering N. W. The Thibet was steering S. W. The night was clear although no moonlight and the stars word visible. The junk carried the usual Chinese junk lamp burning on a post at her stern, and from the time the white but smile when they are now told that instant, by the mail steamer.

arrive at Penang from Singapore on the 8th time of the collision, which happened at 4 instant, by the mail steamer.

a.m., the crew of the junk were, in addition steamer, but notwithstanding their precautions the steamer continued on her course cargo to move in the harbour, because upon a plan to resone us from the slough foremast and the fore part of the junk. When their story comes to be examined, however, it is incredible, and the manner

> ittle doubt but they will—the salety of the of four and two thirds miles or thereabouts, junk who gave evidence put it, the white light of the steamer must have been visible abeam of the junk. In this position there could have been no collision if the junk had moved. If she had remained stationary she

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No. 7224. SEPTEMBER 28, 1886.] board the Thibel the day before on account port bow nearly at right angles, smashing was proceeded with, until the master of aut submits to the judgment of the Court and subsequently the master, were looking but he must have under estimated the time working. At this time the plaintiff had to the plaintiffs under the circumstances out for Turnabout light, which might have if his distance is correct and from the evi- caused 1,830 bags of rice to be transhipped as to the Court shall seem meet. appeared on either how. The Thilet was dence of the other officers of the ship it and the Defile had thereby been trimmed steering S.W., the wind at N.E., square appears clear that he must have done so. and considerably lightened. The work of bort Thomson, John Willes Stavers, Fredesails set forward, the claws and buntlines The only question that remains is whether transhipping the cargo was stopped owing | rick Zofgreen, Duncan Forbes, Peter Allan, of the foresail hauled up sufficiently high to the fact of the steamer not having seen the to the arrival of H. M. S. Albatross | Walter James, Chan A Fook, &c. (the owngive an uninterrupted view forward. The junk until she was so close establishes about midday on the 16th May, er master and crew of the steamship Parofficer of the watch, until the master him, proof of a negligent look-out. The master and on the following day the Dafila was tridge) and the defendants, the ship Dafila, solf relieved him in order that he might go says he could see at a distance of tof a towed into Holhow by H.M.S. Albatress. her cargo and freight. The petition and take soundings, and a bridgeman were mile and accounts for not seeing the junk The plaintiff remained on board the Dofila was as follows:-The Partridge is an on the bridge and two lookout men were in closer because he says that the sails were until she reached Hoihow and during such iron screw steamship of 254 tons. the bows. The officer of the watch on the end on to his line of vision and that he ac- time materially assisted the master of the register tonnage, fitted with thigines Thibet had seen two bright lights, one at 2 tually saw the maste before he saw the sails. Defile. By reason of the lightening and 60 H. P. nominal, is of the value of \$55,000 a.m. and the other at a little before 3 a.m., It is also satisfactorily proved that the trimming of the Dafila she was enabled by and was at the time of the services manned and if the junk had shown a bright light and | master and the two look-out men saw the | the aid of those ou board H.M.S. Albatross to | with a crew of 16 hands under the comseems impossible that no one on watch on it is probable that the reason given by the It was owing to the exertions of the plaintiff her master. At about 11 a.m. on the 12th board the Thibet should have seen her light master is correct. I am advised that Junks that H.M.S. Albatross arrived in time to May 1886 while the Partridge, laden with in the same manner as they had seen of the class of the one in question, especi- assist the Dafilet and to tow her to Hollow. a general cargo and about 50 passengthe other lights. It was suggested on the ally when deeply laden as this one is said The plaintiff underwent great peril and ers. proceeding on a voyage from part of the junk that all those on watch on to have been, are difficult objects to per- privation and risked his life in his exertions Hongkong to Hoibow and Pakhoi, was board the Thibet were too busily engaged in | ceive on a cloudy night, that the junk was on behalf of the Dafila and those on board | entering the Hainan Straits, those on board looking out for the light from the light probably sailing in such a manner as to bring her, inasmuch as the locality in which the her saw a steamship ashore about 30 miles house on the starboard bow to notice the the sails end on with the line of vision of Dafila ran ashore is extremely dangerous, to the eastward of Hoihow, the nearest port, light of the junk on the port bow. But the those on board the steamer and that her not partly owing to the numerous sand banks and and in latitude 20° 9. N. and L. 110° 26 E. officer of the watch and the master explain- being seen until she was is thus accounted shallows and partly to its exposure, the wind The Partridge immediately steamed as close ed that they were looking on the port bow for, even although a proper look-out was often changing to a gale without any warning. as she could approach to the distressed more anxiously than on the starboard bow kept and that if a light had been shown by By the services rendered the plaintiff ma- vessel; which was signalling to her, and for the light-house light, as although look- the junk in sufficient time there would terially assisted in preserving the Dafila, anchored in four fathoms of water. As the ing for it on the starboard bow they feared have been no collision. In that case it was her cargo and freight and those on board. that it might, owing to the direction of the cur- stated in evidence that when the moon is her from total loss. The plaintiffs have on board her made ready a boat to go to rent, have appeared on their port bow, and shining at the back of a vessel's sails, she paid the sum of \$571.50 for lighterage and if the light had appeared on their port bow case be seen by the moonlight a great way coolies procured for the Dafila. The Dofila ally lowered the 2nd engineer and some they would have had at once to after their off; but if the moon is shining in front is an iron screw steamship of 552 tons re- firemen of the Dafila came off in a boat course. That they had some such fear is, I of her sails she can be seen no distance; gister and was bound from Bangkok to from the distressed vessel; which proved think, borne out by the fact that the master and that under such circumstances her Hongkong with a cargo of rice. As salved, to be the steamship Dofila which had relieved the officer of the watch in order hull would be seen before her sails. This the Defile has for the purpose of this action run short of coal and was attempting that the officer of the watch might go and seems to bring the present case within the been determined to be of the value of to reach Heihow to obtain a fresh take soundings. The conclusion to which I principles which governed the decision in \$20,500. The value of her freight was supply when she ran ashore. have come to, therefore, assisted as I have the case of The City of London, Swabey, 245 \$2,052.83. The value of her cargo was Dafila's boat lay alongside the Partridge, been by the Nautical Assessor, is, that a approved in the Privy Council, Swabey, 30') about \$30,000. On the 27th May, after those on board the Dafila, signalled to the good look out was not kept on board the S.C. 11 Moore's P.C., p. 307. See also executing the necessary repairs, the Da- Partridge to pick up their boats, two of junk and that no proper light was shown on Samphire v. Fanny Buck, Holt p. 196; file left Holhow for Hongkong, taking which had drifted away to leeward in board the junk in due time to warn the the Fenham, L.R., 3 P.O., 215; the Oxonia, on board most of the cargo which had been | endeavouring to lay out a kedge. steamer of her proximity. The regulations | Luch, 420. In this case I consider that the salved from her, and on arrival at Hong- and 2nd officers of the Dafile and nearly are admittedly not binding on the junk was alone to blame and the claim kong the whole of such cargo was delivered all her crew were on board the said two junk with regard to lights. According against the steamer must therefore be dis- to the Yuen Fat Hong before the plaintiffs | boats. The Fartridge, accordingly, at once to Maritime law, apart from Regulations | missed with costs. no sailing vessel is bound to carry a light at | Mr Francis-May I call Your Lordship's | dered to be sold under a commission of ling them back as near as she could apall times, but every vessel at sea as is only attention to the power possessed by the sale and the proceeds thereof to be paid proach to the Dafila, and but for this reasonable is bound to show a light when- Court to direct payment of a lump sum in into Court. ever it becomes necessary. If a vessel at view of the taking of the accounts. The sea neglects this obvious precaution plaintiffs are not actual residents here and run into and damaged or sunk it has serious disadvantage to the defendant in been held that the parties injured can this case if before he could recover anyhave no reasonable ground of complaint. thing while the accounts were being pre-See Lowndes on collisions, p. 78; the pared and taxed by the Registrar the Olivia C L. J., N. S., 298; the Victoria, 2, plaintiffs were to leave the colony. If Your W. Rob. 54; the Sazonia, Lush, p. 422; Lordship refers to your register you will In the case of the Saxonia, it was held by find a good many cases of a nature similar the Privy Council that the Acts of to this and from them you might be able Parliament relating to collisions at sea to judge as to the sum to be paid, and perwhich preceded the Regulations were haps somewhat less than the ordinary not binding on foreign vessels and The amount might be awarded. Master of the Rolls, in giving judgment, which this case must be decided must particularly when considering the manner be found in the ordinary rules of the in which the master could not see the junk sea. That being established there are two until she was close on the steamer. Taking rules affecting sailing vessels of all countries however the whole matter into considerawhich in our opinion decide this case, tion it seemed to him very hard, after hav-The first of these rules is that a vessel which | ing gone back and saved these people, they has the wind free is bound to give way to a should bring an action against him. vessel close hauled, and that a steamship is Mr J. J. Francis-Your Lordship having to be treated as a vessel which has the decided after full consideration to give wind free.' This was the case of the costs, I would ask that you fix a lump sum. Sazonia; she was therefore bound to give I can only ask that you award a lower way to the Eclipse and the Eclipse had a amount than you would, judging from past full right to expect her to do this and was | experience, have given in such cases. not bound in any respect to alter her course. But the second rule which we consider affects this case is that though the close hauled vessel is not bound to give way, she is nevertheless bound to show some proper and aufficient light in time to enable the steamship or other vessel whose duty it is THE GROUNDING OF THE DAFILA. to give way to avoid any collision. No blame can attach to a vessel for running foul of another vessel, if it has been impost by Messrs Schomberg & Co., and the other was afterwards confirmed by the mast main ateam pips was broken. She had no deprive the Doffla from receiving any other constant inconvenience and annoyance and sible to distinguish it until the collision was by the owner and crew of the Partridge, ter of the Partridge, inevitable. This is not a question of green now consolidated into one action, against the plaintiffs proceeded and despatched to for food, water and fuel, and there was a Dafilalay quite still, the weather continuing and the publication of the Review was or red light but of no light at all. A the owner of the Dafila, for services to the Dafila a number of lighters; coolies and considerable amount of water in her stoke- fine and no lighters aving almost always delayed and Mr Ball's book vessel at anchor or a fishing boat is bound | the vessel while aground in the Hainan 9 tons of coals, for which coal they charged | hole which increased in amount during the serviced the next morning the chief mate of was also delayed. Mr Mossop said it was by the general rules of the sea to exhibit a Straits, was commenced this forenoon, and have been paid \$300. Owing to the day, notwithstanding the constant use of the Defile proceeded in a Chinese boat to difficult to estimate the notural damage light so as to afford to the vessels whose Mr J. J. Francis, instructed by Messrs calm weather the said lighters with the first the donkey engine to pump it out, the Hollow to obtain lighters and coal. About which plaintiff sustained by this breach duty it is to avoid her the means of Sharp, Johnson and Stokes appearing mute and the plaintiff Ludwig Judell did fires in the ship being kept alight by wood 4a,m, on the 14th May, the plaintiff Duncan but he thought it was sufficient to entitle doing so. But it has been urged that for the plaintiffs and the Acting At not reach the Defile till about 4 p.m. the land planks toru from all parts of the ship Forbes, who is the second mate of the Par. him to some damage. Defendant had also even if I came to the conclusion that torney General, instructed by Messrs Wot- following day, by which time a portion of The second mate of the Partridge on going tridge, returned to the Dafila with a number stipulated to do whatever translating was the junk was to blame, in the first in, ton and Deacon, for the defendants. stance yet that the steamer was also to Mr J. J. Francis said he appeared in lieu shipped into lighters which had arrived with master of that ship to enter into a sulvage mission of the master and portion of the was incompetent. Besides these breaches blame either for not having seen the junk of Mr Leach for the plaintiffs. These the second mate of the Partridge, the Dafila agreement with him. This he declined to do; cargo was transhipped from the Dafila into defendant, on the Sist August, the at a greater distance off before the collision actions were for salvage. There were two had slipped off the bank upon which she having no authority to make any agreement, the lighters but this was done without any last day of his lease, neglected to issue notwithstanding the want of proper lights sets of claimants. Messrs Schomberg & was stuck into deep water. The weather and therefore at the said master's request difficulty or risk to the Dafita; the lighters the Chinese Mail in the morning or that the steamer was to blame for going Co., of Hainan and the owner, master and was throughout fine and calm and the sea he proceeded to tranship the Dafila cargo or to anyone on board of them, the and it was only late in the after at too great a rate of speed or else that the crow of the stoamship Partridge. Although smooth, and when the plaintiff Ludwig into the lighters which were then fastened said Duncan Forbes simply assisting. noon, after he had been written to be steamer ought have taken some step other the actions had been consolidated at the Juddell arrived on board, the Dafile was alongside the ship. The work of tranship- About 12.15 a.m. on the 15th May the Mr Mossop, that it was published. Mean than she did in order to avoid the collision. suggestion of His Lordship he asked that a lying quite still and in no danger, With regard to the second contention, the separate judgment should be given for each, her pumps easily keeping down any water the 14th May and was continued through the bank upon which she was stuck into ently with the intention of injuring the decisions on the subject are collected in as they arose out of quite different and dis- she was making. The coolies procured by out the day until 6 p.m., and at that time deep water. At that time the Defits was Chinese Mail, and sents his own paper to Marsden on Collisions, pp. 351-356. In tinot services. that work occurs the following passage :-It may be stated as a general rule that speed such as that another vessel cannot be seen in time to avoid her is unlawful. Speed which is justifiable in an unfrequent of Holhow. On or about the 13 May 1886, while remained on board the Dafita, of his ed part of the ocean is unlawful and even criminal in a crowded roadstead or highway | Dafila was on shore about 85 miles to requested by the master or officers of the and speed that would be moderate for a east of Hoiligw, in want of assistance to Dafila, and there being absolutely no risk handy paddle wheel tug may be highly im- lighten her and without coals and pro- and very little discomfort in so doing. On spatched about 6 p.m. a second urgent lightened to proceed to Hollow. About labours, and that he did not think the properfor a low heavy power screw steamer. visions. On the same day the plaintiff the morning of the 16th May about 10 a.m. Andagain: Avesselgoing attoogreatarate Ludwig Judell, at the request of the chief H. M. S. Albatross having arrived and the cannot be heard to say that a collision was Holhow, volunteered on behalf of the firm was with the assistance of the steam launch | capacity for 1000 pieuls. The master of the of water and the Partridge, was only not possibly have any interest in the busithe result of inevitable accident. Under to take coals provisions and lighters to and boats from the Aibatross warped into Dafita also wrote to the said agents request. The plaintiff, ness after his lease expired, and also that such circumstances it is ber duty to go at the Dafila. The offer was accepted, clear water and afterwards towed by the ing that a tug-boat should be sent as soon John Willis Stavers, went on board the it would be impossible to carry on the busi such a rate of speed as will enable her after and having procured after great trouble Albatross into Hothow, where she arrived discovering another vessel to avoid her by a lighter with coals, and having given about 2.30 p.m. on the 17th May last. stopping and reversing her engines. If her orders for other lighters to follow The whole of the time the Dafila was despeed is higher than this she will almost with all despatch, the plaintiff left Hoihow tained in the Hainan straits the weather certainly be hold in fault for any collision before daylight on the 14th May. Owing, was quite fine and the sea calm and smooth that may occur, although she may do her however, to the contrary state of the tide and at that time of year there was no likelihood best to avoid it when the other ship is seen. and wind the plaintiff, after having proceed- of any bad weather setting in, and the mas-This contention I do not think lies cd some distance, found it would be impos- ter and crew remained on board her and no in the mouth of the plaintiffs as according sible to reach the Dafile that day. Ac- risk or danger was incurred in their so to their case it was a fine starlight night cordingly, having given orders to the lighter doing. The defendant denies" that the and a steamer's white light would be seen to proceed with all despatch, he himself re- plaintiff Ludwig Judell underwent great at a distance of over 4 miles and under turned to Holhow in a fishing boat, where peril or risked his life on behalf of the Dathese circumstances I do not consider he arrived at 12.30 p.m. the same day. We or those on board her, or that the loca-

junk simultaneously. I am advised that move out of the position in which sho lay. mand of the plaintiff, John Willes Stavers,

in consequence of that neglect is no security has been given. It might be a

His Lordship said he had some doubt as principle therefore by to whether he should award costs at all

> His Lordship—The result of that would be that an attachment would be made. Mr Francis—Probably.

His Lordship—I think you had better send in the accounts to be taxed.

tion, which is as follows—

in the case of the City of Antwerp and the interpreter and provisions on board, and af- ing effected temporary repairs, left Hoihow Frederick, L. B. 2P. C., p. 30, Lord West- ter heating about all night and the and proceeded with her cargo to Hongkong caused the cooling on board the Dafila and have drifted away but for the service of the longht and the large caused the cooling on board the longht and the large caused the cooling on board the large caused the cooling on board the large caused the cooling on board the large caused the cooling about all night and the large caused the cooling on board the large caused the cooling on board the large caused the l bury in giving the judgments of the Privy greater part of the next day reached the where she brived on the 29th May last, but all the effects of her master, officers and Partridge. Defendant admits that the Loftia regard to the type was that the type was type was the type was typ Council, said :- It is undoubtedly true in Dafila at about 4 p.m. on the 15th May, no action being commenced until 23rd June | crew to be removed on board the lighter | was listed slightly to port and was in want | be handed back in like order and condition cases of collision between a sailing vessel On reaching the Dafila she was found lying last, her cargo was discharged and delivered which was secured alongside. After pass- of coal, but denies that she was in a precari- making all fair and reasonable allowance for and a steamer that although the sailing in a deep hole in close proximity to a sand to the consignees thereof and was by them ing an anxious night owing to the consignees thereof and was by them ing an anxious night owing to the constant out position or that she was bumping at all wear and tear. ship may be found to be guilty of miscon- book with breakers all round her; her po- sold and disposed of an analysis and disposed of an an duct or not to have observed the sailing sition was very dangerous and she had a been arrested nor has service been effected ship, the turbulence of the coolies, and the distress for foods, water or fuel. He denies plainting alterations with regard to the content of the there was any risk or danger to the dition of the type and other matter, and oulpable if it appears that it was in her and stoke-hole. On going on board the sold under a commission issued in this suit to the East, in which case all hands would Device or the night of a so na to what had been the practice in power to have avoided the collision. It Dafila, the plaintiff found her master in for the sum of \$15,000, which was the probably have been lost, it was discovered the 14th May, or at any other time or that transferring the paper from one leases to cannot be too much insisted on that it is complete ignorance of his position, not hav- highest price that could be obtained for her, that the water was not gaining. She had, there was any occasion for the effects of the another.

The answer to the patition was to the following effect:-The defendant James might be lightened and thus if possible got Lang is the owner of the Dafila. Dafila, while on a voyage from Bangkok to Hongkong, manned with a crew of 26 about 4 p.m. and proceeded to Holhow, hands and laden with a cargo of rice, having where she arrived about 7.80 the same run short of coal, was making for Holhow, when at about 8.30 a.m. on the 12th May 1886, she ran aground, remained upright and lay still. Efforts were than made to get the Dafila again affeat by working hen lighters to the Dafila and to render all the engines and carrying out kedges with warps. About 10.50 the Partri 'ge, which | the Partridge arrived at Holhow, the second offering assistance, but after having agents at that port, procured a fleet of twenty nature of the case may require. picked up two of her boats further assist- lighters with a complement of Chinese The answer to this petition, after setting tiff had had to purchase, at a cost of \$500, in tolerably good health. Mrs Hansen will ance was declined, but those on board the coolies and a Chinese pilot and again forth how the Dafila grounded, went on an entirely new fount of type. This was arrive here by the Dutch Mail steamer, ex-Partridge were asked to report the Dafila started for the Dafila at about 11 a.m. the to the following effect:—About 10.50 a.m. the most serious breach of the agreement, pected very shortly. Mrs. Hansen also at Hollow and send lighters to her. The same night. The lighters reached Hainan the British steamship Partridge, whose and the plaintiff after making fair allowance suffered considerable hardship and priva-Partridge left for Hoihow at 4 p.m. and the bead about 8 a.m. on the 13th May, but owner, master and crew are the plaintiffs in for reasonable wear and the tion, having to walk niso barefooted—on Dafile remained in the same position all owing to the tide and current which sweeps this action and which was on a voyage damage done to the type through careless—the downward journey upwards of 80 miles. night, lying quite still and making little round the headland, were obliged to to Holhow, came to the Dafile offering ness and want of renewal amounted to \$250. We are glad to learn that the unfortunate water, the weather continued fine and the come to anchor. The lighters again start assistance, but after having picked up two Some of the type was now absolutely worth lady ke, the regularly posted up diary, so sea calm. The next morning no lighters ed as soon as it was possible, viz of the boats of the Dafile, which had been less. Another breach of agreement was that upon her arrival here, we shall no having arrived, the chief mate of the Dafila about 8 p. m. the same evening, and carried away with the tide, the Dafila, at that the compositors of the Chinese Mail doubt be in a position to publish the exproceeded in a Chinese boat to Rollow after beating about the whole night, reached 12.30 p.m., tefused further assistance, but according to the agreement were required periences of a three months captivity, and where he applied to the plaintiffs, who are the Laftla at about 4 s.m. on the 14th May; requested the Partridgs to report her in to pather and collect characters for the which, we feel assured, cannot fail to merchants carrying on business at Holhow, on their arrival the Dofila was in a pre-Holhow and send lighters to her. At about to furnish him with lighters and coal for the carious position. She was listed over 4 p.m., the Partridge hove up her anchor and work, when not unployed on the work of prove exceedingly interesting. Dafile, which they agreed to do; and there- considerably to port and was bumping proceeded to Holhow but did not report the Chinese Mail. This condition was fulupon the plaintiffs were appointed the heavily on the bank, and as was subsequent- the Dafila to the authorities but concealed filled until the beginning of the present The hearing of two actions, one raised agents of the Dafila, which appointment by discovered on going on board her, her the same and thereby endeavoured to year, since when plaintiff had been put to the cargo of the Dafila having been tran- on board the Dafila was requested by the of lighters and coolies and with the per- required, and plaintiff soon found that he the plaintiff proceeded to and did discharge | 3078 bags of rice had been saved and the making a little water in her forehold and the subscribers of the Chinese Mail. And Mr Francis then read the plaintiff's peti- into the lighter procured by the plaintiff's a portion of the cargo of rice in the Dafila. The plaintiffs are the partners in the 1,830 bags in all being transhipped by such despatched to Hollow, except one as here- kept it down. About 3 p.m. more lighters of subscribers and the book containing ad firm of Messrs Schomborg & Co., merchants | coolies. The plaintiff Ludwig Judell meanthe plaintiffs were informed that the own accord and without being in any way mate of the Dafila, who had arrived at Dafila being then sufficiently lightened, she

In the second action the plaintiffs were Ro-

Partridge neared the distressed vessel, those her assistance, but before the boat was actucould arrest it. The Dafila has been or hove anchor and recovered the Boats, bringtimely service the plaintiffs apprehend the The plaintiffs claim the condemnation boats and officers and orew would of the Dafila and her freight in such an have drifted away. On approaching the amount of salvage remuneration as to the Dafila a second time the Partridge again Court may seem just, and such other or fur- came to anchor, and shortly after those on ther relief as the nature of the case may board the Donla signalled to her to send their boats back to procure and send lighters to the Dania, in order that she off the bank on which she was stranded. The Partridge accordingly again hove anchor evening. On the way to Heihow the plaintiff, Duncan Forbes, the second mate of the Partridge, had at the request of the plaintiff J. W. Stavers, offered his services to take assistance he could. A coordingly, as soon as mate, with the assistance of the Partridge's ment was commenced at about 5 am. on Dafila having been lightened slipped off while he had issued his own paper, evid Dafile was considerably lightened. Each after tank, but the pumps worked by the not only did he do this but he took away lighter as it was laden was immediately donkey engine gained on the water and all the books, the book containing the lis inafter mentioned. By the first lighter and some coal which had been ordered by vertisement orders, leaving the new lesses which was sent off the second mate for- the chief mate of the Dafila arrived, having without knowing who his subscribers were warded an urgent request in writing to the been sent from Holbow by the agents of or what were the orders for advertisements agents of the Partridge for supplies and more the Dafila. And further cargo was tran- His Lordship auguested that defendan lighters; by the last lighter which was de- shipped until the Dufila was sufficiently was entitled to the fruits of his ow request was again sent by the second mate, 10 a.m. on the 16th May the Partridge books belonged to the plaintiff. at the request of the master of the Dafila, again have in sight and came close to the Mr Mossop pointed out that this was to the agents asking for lighters of carrying Dafila, there being then about 22 fathoms going concern, and that defendant could

burnt before the red light was visible, it risk of collision whatever may be the con- sel was or a tide table. The plaintiff fur, true value for the purpose of this action, in her fore and aft holds and in the stoke- board the lighter. And further, he says that the construction he put upon the agreeseems to me that they might as well have duct of the sailing vessel to do every thing nished both a chart and tide table to the masbeen left unburnt so far as the Whitet was in her power that can be done consistently for, and at his request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to and the value of her cargo was \$30,580 lighters arrived in pursuance of the request at once proceeded to an arrived in pursuance of the request at once proceeded to an arrived in pursuance of the request at once proceeded to an arrived in pursuance of the request at once proceeded to a request at once proc concerned. But considering the unsatist with her own safety in order to avoid colli- tranship the carge on b and into the lighter which likelihood of the wind changing and that glected. factory manner in which the witnesses sion. And it is submitted that she ought, ers which the plaintiff had brought with him. commenced delivered to the master of the lad remained by the Defia all night was thore was no water in the after held of the After hearing the evidence, his Lordgave their evidence, to the imposite his imposite la faccording to Article 18 of the Regulations, Other lighters were at this time alongside Dafile and decount, dated the 4th June, 1886, sent away with a full cargo. During the Dafile and les imposite his imposite h position in which they place the winter to have reversed her engines or that she the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by them as agents of the Dafta laden with her cargo, and having signed by the data laden with her cargo, and having signed by the data laden with her cargo, and having signed by the data laden with her cargo, and having signed by the laden with her cargo, and having signed by the laden with her cargo, and having signed by the laden with her cargo, and having signed by the laden with her cargo, and having signed by the laden with her cargo, and having signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, and have signed by the laden with her cargo, position in which they state they first saw might have starboarded instead of ported. regard to the danger in which they state they first saw might have starboarded instead of ported. it, to the fact that they allogo they saw The regulations as I have before observed then was, the plaintiff ordered two of his file, and in which account the charges had arrived was continued, only 864 master of the Dafile had again declined the working order and condition as when it was to red light at all until just before the col- are not binding on either the junk or lighters to remain alongside in case it should against the Dafila (including the same of the Partridge on the morning handed over to defendant. However, he lision, we think a fair inference to draw is, steamer, but if they were, I am of opinion as become necessary to use them for the prethat the lights of the Thibet were not seen advised that there was no time either to servation of the lives, as well of these on been paid by them and a charge of \$500 the afternoon of the lives, as well of these on been paid by them and a charge of \$500 the afternoon of the lives, as well of these on been paid by them and a charge of \$500 the afternoon of the lives, as well of these on been paid by them and a charge of \$500 the afternoon of the lives, as well of these on been paid by them and a charge of \$500 the afternoon of the lives, as well of the lives, as wel from the junk until the crew of the junk havegone astern of the junk hystarboarding, board the Dafila as of those employed in for attending to the business of the Dafila as of those employed in for attending to the business of the Dafila as of those employed in for attending to the business of the Dafila as of those employed in for attending to the business of the Dafila as of those employed in for attending to the business of the Dafila as of the business of the Dafila as of the Dafila as of the business of the Dafila as of th heard the Thibel's steam whistle in mediate- or to have got the way off the ship by re- removing her cargo. After knocking off at Hoihow, but not including their services and Co., of Hoihow, arrived with some with the tide beginning to rise that the ly before the collision. If that he the case versing, indeed I am advised that the the work of transhipment for the day, the then, their evidence as to having burnt effect of reversing would be to interfere plaintiff, at considerable risks and great disflare-up lights up to the time of the collision with the action of the rudder and prevent comfort, remained on board the Dafila, for and having a light burning brightly on a her bringing her head round to starboard the night. The following morning of the an amended account dated the lighters he had brought with out any assistance:—He denies that the stand in the stern of their boat cannot be as fast as would otherwise be the case. On 16th May the sky was overcast and threat the time of gives the subjoined account of an explosion relied on, and there is an additional reason this point see Marsden on Collisions, p. 336, tening, but subsequently improved. Du- Dafila, out of which amended account they plaintiffs, other than the plaintiffs R. Thom- the year there was any likelihood of the for disbelieving them in this respect, be see also the Yadik, L.R., prob. div., p. 119. ring this morning more lighters which have omitted the said charge of \$571.50 son and D. Forbes, left Holhow in the weather and see changing to a gale or that cause a careful look out was being kept on The master says he saw the junk 3 points had been procured by the plaintiffs, to- but retained therein the said charge of Partridge to go to the assistance of the Da- there was any risk whatever to the Parboard the Thibet, and no much lights were on his port bow, 2 to 300 yards off and that gether with the lighter with the light visible. No observation had been taken on in from 30 to 45 seconds she had struck his and the work of transhipping the cargo refer to both these accounts. The defend- tug, and about midday, after incurring con- that Duncan Forbes during the time he curred on the premises of Messrs H. M. of the weather, and the officer of the watch; the junk's bow and exposing the bulkhoads the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease to award such a moderate amount of salvage anchored close to the Dafile ordered the plaintiff to cease the Dafile ordered the Dafile orde the Dafila and offered to tow her into a port any provisions to her crew and that some cartridges. These being old samples of safety and remove the remainder of her any persistent vigilance in watching the they were told to throw them away, but the car to. About the same time as the Partridge crow, who were brought by him to tran- men thought they would open them, proarrived those on board the Dafila sighted a ship the cargo, was necessitated by insub- bably for the sake of their contents; so British man-of-war which afterwards proved ordination of the coolies. The defendant they placed the cartridges on the floor of a to be the H.M.S. Albatross, and in conse- denies that the master and owner of the building at the back of the premises at about quence the master of the Dafila declined any Partridge have made themselves liable to six feet from the door and then proceeded further assistance from the Partridge or those Messra Herton & Co., for the expenses of to open them There were sixty cartridges on board her. Accordingly the master and lighterage and coolies in the sum of \$4,000 in all, fifty-nine being small ones for a re-2nd mate of the Partridge with the coolies and he says that the sum of \$1,600 is ample | volver, and the other one for a rifle. The who had been brought by the 2nd mate left to pay and satisfy any such claim for two coolies, having finished their work, the Dafta about 1 p.m. for their own ship. lighterage and coolies. He denies that squatted down on the floor and proceeded to About 2 p.m. on the same afternoon the there was any risk or danger to the Par- open the cartridges, and powed the powder Partridge again have anchor but remained tridge or the plaintiffs or any of them in from the revolver cartridges on the floor in in the vicinity of the Diffic in order to see | rendering the services they did or that in | a small heap. They then took an iron hall what would transpire between the Dafila consequence thereof the Dafila, her cargo or spike and attempted to open the rifle and H.M.S. Albatross and whether her as- and the lives of those on board were saved cartridge, and while they were so engaged, sistance might be further required. These from total less. He further denies that the it exploded. The burning powder from on board the Partridge then observed that value of the Dafile has been determined for this cartridge communicated with the pile in attempting to approach the Dalla H.M. the purpose of this action at the sum of on the floor, the result being that this also S. Albatross had run aground, and at about \$20,500, but he admits that the freight of the went off. The two coolies were dangerously 3.30 p.m. she hoisted signals of distress, Dafila was \$2.592 and the value of the cargo hurt. One lost all the fingers of one hand. and thereupon the Partridge at once pro- was \$30,580 only. From the time the and two of the other-he was probably the ceeded to her assistance and by means of a Dafila first took the ground until she man who was opening the big cartridge. wire hawser which was passed from her to arrived at Hollow the master and craw He was also very badly burnt all over the the Partridge the Partridge succeeded in remained on board her and no risk or body, and is not expected to live. The towing her off into deep water after about danger was incurred in their so doing, other coolie is also badly burnt about the 40 minutes. After this successful service The defendant submits to the judgment of face and body; while the clothes of both the Partridge anchored close astern the Court to award such moderate amount of men were reduced to tinder. A third man and on the following morning viz., the 17th stances as to it shall seem most May the Partridge left for Hollow where | Captain Stavers and Mr Duncan Forbes. | face, and slightly on one of his knees, part she arrived on the morning of the same day. second mate.of the Partridue were exam-The same day about 2 p.m. H M.S. Alba- ined and gave evidence mainly confirming three injured men were taken to the Shantross steamed into Holhow having the Dafila the statements made in the petition. The tung Road Hospital, where their wounds in tow. The locality in which the Dafila case was then adjourned till to-morrow. ran ashore is extremely dangerous, partly owing to the numerous sand banks and shallows and partly to its exposure to the

east, the wind often changes to a gale without any warning and she could not be anproached without great risk. The weather during the time the services were rendered was fair, but on the 15th and 16th May it was at times overcast and threatening and during the morning of the 16th May the barometer was falling and the weather appeared likely to be squally. The 2nd mate of the Partridge was on board the lighters and the Dafila, from about 11 p.m. on the 12th May to about 1 p.m. on the 16th May, and during the greater part of time was in want of sufficient food, in constant fear and peril of his life and throughout was obliged to keep a persistent and vigilant watch over the coolies who were assisting him in salving the cargo. On first going on board the Dafila, the 2nd mate had supplied her craw with such provisions as he had with him. The expenses of lightorage and coolies procured by them for the purpose of salving the Dofila's cargo was to the amount of \$4,000. By the services aforesaid the Dafila, her cargo and the lives of those on board were saved from total loss. The plaintiffs claim the condemnation of the Dafila and her freight in such an amount of salvage remuneration as to the Court may

possible. After knocking off the work Dafila and offered to tow her into Hoi- ness of any going concern without the book of transhipment for the day one junk was how and remove the remainder of her which had been in use. Mr Mossop fur kept by the 2nd mate of the Partridge near cargo, but this was immediately refused. Ther drew attention to a circular which de the Dafila during the night to be ready in About the same time H.M.S. Albatross fendant had issued a circular to the sub case of accident. About 12.15 a.m. on the arrived to render assistance to the Defila, scribers to the Chin se Mail and others, i 15th May the Dafila owing to her having which without any difficulty, with the aid of which he made it appear that instead of been lightened, slipped off the bank in the steam launch and boats of the Albatross him starting a new paper, the Chinese Man which she w s stranded, and by her master's was warped out into deep water and at 8.30 (the Wah Tes Yat Po) was simply to remov order a second anchor was put out in 8 a.m. on the 17th May H.M.S. Albatross its place of office and be issued in a new form fathoms of water to secure her. At this took the Dafila in tow for Hoihow, where In this circular the new paper was styled th time water was rapidly coming into her they arrived at 2.30 p.m. the same day. Wah-tar-Teit Po, and plaintiff threatened to afterhold and it was feared that she was The defendant denies that the steamer obtain an injunction against defendant nink sinking, and accordingly at her master's re- Partridge is of the value of \$55,000 as inguagof this term. Defendant had also sen the rate of speed, provided a proper look. At about 9 p.m. the same evening, the tide lity where she grounded is dangerous, or quest the second mate of the Partitles alleged. The defendant admits that the off a number of copies of his new raper to the out was kept, excessive, taking into consider being then favourable, the plaintiff ordered the lighter to come alongside of Partridge picked up two of the boats of the subscribers of t ation that this was the only junk that was panied by the Chief Officer of the Dafila, materially assisted in preserving the Dafila, but denies that nearly the whole on the outside the Chinese Mail. Mr Mos seen or is alleged to have been in the neigh egain left Hollow for the Dafila with six her cargo and freight and those on board owing to the refusal of the coolies on board owing to the refusal of the refusal of the coolies on board owing to the refusal of the coolies on board owing to the refusal of the coolies on board owing to the refusal of the bourhood. With regard to the contention lighters having a complement of coolies, on her from total loss. The Dafile, after have to obey the 2nd mate the lighter was only five of her crew in each boat; and defendant's motivas and intentions.

In the case of the City of Antwerp and the interpretor and provisions on board, and after the construction which

H. M. S. Albatross for the night, salvage to the plaintiffs under the circum-

IN SUMMARY JURISDICTION. (Before His How Mr Justice Russell, Puisne Judge.) Tuesday, September 28.

GEO. MURRAY BAIN D. TAM YIK KIU. ALLEGED BREACH OF AGREEMENT, -\$500. This action was brought to recover damages for alleged breaches of an agreement under which defendant was the lessee of the Chinese Mail up to the 1st September 1886. Mr Mossop, of Messrs Dennys and Mossop, appeared for the plaintiff; and Mr. Bowles, from the office of Messra Wetton

Mr Mossop, in opening the case for the

and Deacon, represented defendant.

all the material necessary for the printing pla. and publishing of the Chinese Mail except paper, labour and new type, as heretofore. Mr Mossop explained that it had been the habit of the lessee to renew the type as it became worn out; and under clause five, the lessee agreed to hand over the type at the termination of his agreement in like good order and condition. It was now seem just and in the cost of this action; alleged that defendant had not handed over

the duty of a steamer wherever there is a log a chart of the locality in which his vest and the defendant says that such sum is her however, a considerable quantity of water master, officers and drew to be removed on Mr Bowles also called defendant to prove

GUNPOWDER EXPLOSION AT SHANGHAL

The N.-C. D. Neivs of the 25th instant Yesterday afternoon, a little before 5

who was entering the door at the moment of the explosion was also burnt about the of his clothing also being burnt. The were attended to. When our reporter visited the Hospital at 6 p.m., one of the men was evidently in great agony, as he was screaming out with pain. He was the man who had lost his fingers The second man was lying in bed and very quiet; while the third man was walking about. All three were enveloped in bandages and cotton, though the third man had only his face covered up. We believe some foreigners, hearing the explosion, ran in to see what was the matter, and when they saw the wounded Chinamen they did what they could for them. The bullets from the cartridges are said to have been scattered about in all directions, and one of them struck a gentleman in an adjoining office. Complaint is made that there was no ambulange at the Police. Station to convey the injured man to the Hospital. We believe the only Station that has an ambulance is plaintiff, explained what the allogod breaches that in Hongkew, but the other Station consisted of. They took place under clauses ought also to be provided with these necesone, four and five of the agreement. Unsary applicances for removing injured peoder clause one, plaintiff agreed to supply

THE 'HOK CANTON' TRACEDY Says the Penang Gazette of the 17th September :- Mr John Fay arrived in Penang this morning by the S. S. Rajah, and was at once conveyed to Hospital suffering from swollen feet and ulcers, occasioned by having been compelled to and such other or further relief as the the type in the good order and condition, 120 miles through dense and almost unfrequented jungles. Otherwise Mr Fay is

Quotations.

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Barometer . . . 29.97 Humidity .... Direction of Wind

Hongkong Observatory, Sept. 28, 1886,

Weather

### Intimations.

THE HONGKONG AND KOWLOOM WHARF, GODOWN AND QARGO-BOAT COMPANY.

TIHE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGORS, SILK, OPIUM, COTTON, GRAIN OF MERCHANDISE IN First-Class Granite Godowns at Cheap Rates. Also Coals in specially constructed Sheds.

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Horigkong, January 12, 1885. SUMMER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR Runs Daily as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours :- This Time Table wil take effect from the 15TH APRIL, 1886.

Leaves K'loon, Leaves if K? Leaves K'hron, Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 8.30 , 7.30 , 9.00 ,, 12.30 P.M. 12,30 P.M. 6,45 7.00 ,,

\* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW READY.

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SERIES OF ARTICLES Reprinted from 'The China Mail.' WITH AN APPENDIX. THIS PAMPHLET is Now Ready, and may be had at the OFFICE OF THIS PAPER, Messis. Lane, Crawford & Co.'s, Messis. Kelly & Walsh's, And Mr. W. Brewer's.

Price. - - - - 50 Cents.

SAILOR'S HOME. NY Cast-off CLOTHING, BOOKS, A PAPERS will be thankfully received at the Sailor's Home, West Point. Hongkong, July 25, 1878.

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A WEEKLY JOURNAL FOR THE HOME MAIL S PUBLISHED to suit the Departure

of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Sub scribers at Home, and those at the Coas Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated quired.

among old China 'hands' and others, both For at home and in the Far East, who do not take the daily journals. The Overland China Mail will be regularly

posted from the China Mail Office to subscribers, on their addresses being forwarded SUBSCRIPTION:

Per Annum, - - - \$12.00, postage, - \$1.00 u Quarter. - - 3.00% " Single Copy, 0.30. China Mail Office, Hongkong.

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THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows :-Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports N.B .- Cargo can be taken on through Bills of India, China and Australia

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Hongkong, November 5, 1883.

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Agents, Hongkong & Canton. Hongkong, January 4, 1867. NORTH BRITISH & MERCANTILE

INSURANCE COMPANY. THE Undersigned, Agents of the above L Company, are authorized to Insure against FIRE at Current Rates.

GILMAN & Co. Hongkong, January 1, 1882,

NOTICE.

QUEEN FIRE INSURANCE COM-PANY.

Risks on First Class Godowns at & per cent. net premium per annum NORTON & Co., Agents.

Hongkong, May 19, 1881. STANDARD LIFE OFFICE. NEW ASSURANCES.

1855 n 1860 ... ... 2,815,455. 3,834,365. 1875 n 1880 ... ... 6,193,186. Since 1880 there is a still further in-

£20,600,000, while upwards of Eleven Millions Sterling have already been paid in DEATH CLAIMS. PREMIUMS IN CHINA

EXCEPTIONALLY MODERATE. For full Particulars, apply to THE BORNEO COMPANY, LIMITED,

Hongkong, June 1, 1886.

#### Mails.

NOTICE. COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID,

MEDITERRANEAN AND BLACK SEA PORTS. MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA:

BORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP.

N THURSDAY, the 30th September, 1886, at Noon, the Company's YANGTSE, Commandant LORMIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted until

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th September, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are re-For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 17, 1886.

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN SUEZ, PORT SAID, TRIESTE BRINDISI ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS. GALVESTON & SOUTH AMERIC

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE. of Lading for the principal places in

N FRIDAY, the 1st day of October, 1886, at Noon, the Company's Steamship NECKAR, Captain Baun, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this port as above.
Shipping Orders will be granted till
Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th September, 1886. (Parcels are not to be sent on board; they must be

left at the AGENCY'S Office). Contents and Value of Packages are required. The Company is prepared to GRANT POLICIES OF INSURANCE ON TREASURE and CARGO shipped by their own Steamers. For further Particulars, apply to MELCHERS & Co.,

Hongkong, September 4, 1886.

#### Mails.

Occidental & Oriental Steam Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED . STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE

THE OVERLAND RAILWAYS, ATLANTIC ' & OTHER CONNECTING STEAMERS.

THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on SATURDAY, 2nd October, Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to Policies against the Risk of FIRE on address in full; and same will be received Buildings or on Goods stored therein, on at the Company's Office, until 5 p.m. the RETURN PASSAGES. - Passengers, who

have paid full fare, re-embarking at Sau Francisco for China or Japan (or vice versa) ceived, and transmitted to the Directors within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking If required, protection will be granted on within one year, an allowance of 10 % will first class Lives up to £1000 on a Single | be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Roturn Fare. These allowances do not apply to through fares from China and Japan to

> Consular Invoices to accompany Cargo destined to ports beyond San Francisco. should be sent to the Company's Offices. addressed to the Collector of Customs. San For further information as to Freight

or Passage, apply to the Agency of the

Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, September 14, 1886.

· U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA THE Undersigned are prepared to accept OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF L - SYDNEY will be despatched for San Francisco, via Yokohama, on TUES-DAY, the 12th October, at 3 p.m., taking Passengers and Freight for Japan,

the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Hayana, Trinidad, and Demerara, and to ports in Mexico, Contral and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to The Total existing Assurances exceed | England, France, and Germany by all trans-Atlantic lines of Steamors. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % wil be made from Return Fare. Pre-Paid Return Passage Orders, available for one year,

> to through fares from China and Japan to Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until p.m., same day; all Parcel Packages should be marked to address in full: value

will be issued at a Discount of 25 % from

teturn Fare. These allowances do not apply

of same is required. Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN.

Hongkong, September 23, 1886.



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLÉS, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE,

PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, AND

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship ANCONA, Captain S. F. COLE, with Her Majesty's Mails, wi be despatched from this for LONDON, direct, via SUEZ CANAL and usual Ports of Call, on TUESDAY, 12th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing. For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGA-TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading. Passengers desirous of insuring their baggage can do so on application at the Com

N.B.—This Steamer takes Passengers and Cargo for MARRILLEE. E. L. WOODIN, Acting Superintendent.

Hongkong, September 27, 1886. NOW ON SALE. INDEX

VOLUMES I TO XII 1.-LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—Libr of Authors Reviewed.

To be had at the China Mail Office, Messra Kelly & Walsh, Messra Land, CRAWFORD & Co., Hongkong ; and Measure. KELLY & WALSE, Shanghai,

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Muster's to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddar's Wharf, 6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings 8. From Blue Buildings to East Point. 0. From Kellett's Island to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

	Vessel's Name.	Anchor	Captain.		and ig.	Tons.	Date of Arrival.	1 F 3045 44 (44) 407 AM (4 22040) F 4	Destination.	Remarks.
	ye (T	- 1	3.07	9 4	14.					
	Steamors		e 4	1						
ļ	Activ	3 ъ	Revabeck	Dan.	str.	268	Sept 2	Arnhold, Karberg & Co.	Haiphong	To-morrow
٠l	Ægean	5 k	Thomas	Brit.	str.	750	July -10	Arnhold, Karberg & Co.		Laid up
	Alwine	8 0	Moos	Ger.	str.	400	Sept. 1:	2 A. R. Marty		
	Amatista				atr. atr.			l Russell & Co. • 5 Wieler & Co.	Hoihow, &c.	K'loon Dock
	Benlarig	5 c	Olark	Brit.			Sept. 2	Gibb, Livingston & Co.	Yokohama & Kobe	To-morrow
	Carisbrooke	44.1	Cass	Brit.	str.	973	Sept. 13	2 Douglas Steamship Co.	4444444444444444	K'loon Dock
	Clara	9 7	Christensen	Ger.	str.			Siemssen & Co.		
٠	Crusador	5 k	Rowin	Brit.	str.			Chinese Arnhold, Karberg & Co.	4 4 4 4	
	Dafila		Mooney	Brit.	str.			Wieler & Co.	***************************************	Patent slip
,	Danube		Anderson	Brit.	str.	661	Sept. 1	Yuen Fat Hong	*************	Cos'tan Dock
	Deuteros	n E h	Latinjens	Ger.	str.			Siemssen & Co.	0 may 3 W	m. a
ř	Euphrates	3 h	Edwards	Brit.	atr.			BRussell & Co. Russell & Co.	Amoy and Manila	To day
۱	Fero.	ő c	Sörensen	Ger.	str.	769	Aug. 2	6 Siemssen & Co.		
۱	Ganger Rolf	[3 h	Moller	Norw.	str.	1157	Sept. 2	6 Eduard Schellhass & Co.		
	Japan Johann	0 h	Gardner	Brit				David Sassoon, Sons & Co.	Calcutta	To-morrow
;	Mehmuir	7 h	Helma	Brit.	atr.	427 1247		8 Wieler & Co. 9 Russell & Co.	Chefoo & N'chwang	Call of the same
1	Menzaleh	စ် င	Benois	Feh.	str.	1273	Sopt. 2	6 Messageries Maritimes	and the said	
1	Namoa	5 b	Pocock	Brit.	str.	826	Sept. 2	Douglas Steamship Co.	Coast Ports	To-day
2	Neckar	5 k	Baur	Ger.	str.			8 Melchers & Co.	Bremen, &c.	Lat prox.
: 1	Normanton Pilot Fish	d h	Stopeni	Brit.	tug.	4		2 H. K. & W. Dock Co.	Yokohama & Kobe	2.5
1	Protos							Hedward Schellhass & Co.		Tug plying To-morrow
	Rochampton	9 c	Sanderson	Brit.	str.	1397		3 Butterfield & Swire		10.11011011
	Rosamond	1,	Mortleman	Brit.	str.	462		I Gibb, Livingston & Co.	New Zealand, &c.,	Ab'deen Dock
	Saltee	3 4	Loredo	Fch.	str.	323	Sept. 2	7 A. R. Marty	Haiphong	To-morrow
	San Pablo	2 h	Koch	Rrit.	str.	313	Sept. 2	2 U. 60 U. S. S. U0.	San Francisco, &c.	Ab deen Dock
- ;	Travancoro	7 c	Logan	Brit.	str.	1149	Sept. 2	3 Russell & Co.	Lioniow, total	
	Tritoa	2 c	Bleicken	Gor.	etr.	1142	Sept. 2	6 Siemssen & Co.		
1	Velox	3 c	Kallsen	Ger.	etr.	636	Sept. 1	8 Eduard Schellhass & Cc.	Newchwang	11 X
	-Vorwaerta	3 0	Renha	A-Hu Cor	n str.	619	Sept. 2:	2 A-Hungarian Lloyd S. N. Co.		
,	Yangtaé	бc	Lormier	Fch.	str.	2422	Sept. 2	Messageries Maritimes	Marseilles, &c.	30th inst.
		3			. 151		1			
		- 3-								
,	Sailing Vennels					. *	3,			
•	Alex. McNeil	6 k	David	Amer	sh.	1088	July 1	Russell & Co.	New York	
	Annie	١,,,	Kroncke	Ger.	bae.	424	Aug. 3	0 Wieler & Co.	*************	K'loon Dock
ı,	Annie H. Smith	5 k	Brown	Amer	sh.	1452			New York	
l	Annie W. Weston							Russell & Co. 8 Arnhold, Karberg & Co.	New York	
-	Antoinette				41			Melchers & Co.	He Vary Seat	
۱ ا	Benjamin Sewall	6 k	Ulmer	Amer	. ոհ.	1362	July 2	3 Pustan & Co.	New York	3.
i	Billy Simpson	2 h	Brown	Brit.	bqe.	432	Sept. 1	Chinese	1 1 19 12 1447	
	BotvidCosmo	OK 5 b	Henriksen	Norw.	bqe.	1990	Sept. 1. July	Meichers & Uo.	Hambura	1.11
)	Francis B. Fay	3 k	Pettegrove	Amer	pae.	845		2 Eduard Schellhass & Co. 4 Chinese	Hamburg New York	40, 4000
l	Galatea	10	Colville	Brit.	nh.	1693	Ano:	Melchera & Co.	San Francisco	
	George Cartis	4 k	Sproul	Amer.	sh.	1746	Aug. 2	Siemssen & Co.	New York	MINIST A
ı	Grandee	9 C	Evens	Amer	sh.	1254	Aug. 2	Adamson, Bell & Co. Order		·
).	Harvester	2 0	Ringe	Ger	hae	785	Aug. 3	Gonsalves & Co.	Honolulu	
G	India	6- k	Rich	Amer	. Rh.	1230	July	2 Carlowitz & Co.	New York	3.50
ĺ	Johann Curl	7 c	Boyson	Gor.	sch.	144	Sept. 1	Blackhoad & Co.		
-	John Frahey	7 h	Ryan	Brit.	sh.	1147	Sept. 2	Blackhead & Co. Messageries Maritimes Gonsalves & Co. Siemssen & Co.	A second with the	
•	J. H. Bowers Papa	1 0	Henno	Clar	bae.	748	Sant 2	Siemssen & Co.	Honorulu	
1	Revolving Light					1316	July 1	Carlowitz & Co.	New York. &c.	
( )	Ribston	8 h	Neave	Brit.	bge.	397	Sept. 1	Jardine, Matheson & Co.		
	Ringham	3 k	Beck	Nor.	bqo.	587	Sopt. 2	Jardine, Matheson & Co. Eduard Schellhass & Co.	1. 11 11 11 1	
Ļ	Santa Filomena	o k	Moroup	opan.	Bch.	1957	Sept. 1	Uhinese Eduard Schellhass & Co.		Marian Pari
l	Sollid	4 k	Leston	Su: 3	D SC	525	Sent. 21	Lane, Crawford & Co.	1. 9. 1 2 4 5 Men	
	Spinaway	4 k	Garrick	Bri: b	gtine.	325	Sept. 2	Siemssen & Co.	- 15 2 2 2 1 1 7	
	T. F. Oakes	2 h	Clift	Amor.	. ah	1896	Aug. 1	Siemssen & Co. Russell & Co.	San Francisco	
	Wandering Minstrel Wildwood	0 K	Samuel	Brit.	oqtin.	366	April 14	l Arnhold, Karberg & Co. Captain	Transport Alexander	1.14
)	Zouave	6 k	Soper	Amer.	gh.	1151	July 4	Arnhold, Karberg & Co.	London, &c.	
H		1	6			0.00		7,5	2-80 - 70 - 71	I

# Her Britannic Majesty's Ships on the China Station.

		i.		23		
Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at,
udacious*	double-screw iron frigate	6010	-10	4330	Capt. Robert Hastings Harris	Port Hamilton
ham-ion	corvette	2380	14	2340	Captain A. T. Powlett	Port Hamilton
leopatra	corvetta	2380	14	2610	Captain L. C. Keppel	Port Hamilton
ockchafer	gunboat	465	4.	470	LientCom. H. H. Boteler	Corea
onstance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
aring	aloop	940	4	. 920	Commander Davis	Singapore
sk .	gunboat	360	3	340		In reserve
spoir '	gunboat	465	4.	470	Lieut. Com. H. R. Adams	Hongkong
rebrand	gunboat	455	- 4	460	LieutCom. D. L. Dickson	Port Hamilton
eroine	corvette	1420	8.	1470	Captain Chas. J. Balfour	Hongkong
ander	cruiser	3750	10	5000	Captain M. J. Dunlop	Vladivostock
nnot	gun-vessel	756	5	1050	Commander W. Marrack	On a cruize
erlin	gunboat	430	4	430	Lieut. Com. W. M. Maturin	Corea
idge	gun-yessel	603	4	470	Commander H. J. Robilliard	Foodhow
ambler	sloop	830	3	690	Commander W. U. Moore	Surveying
pphire	corvette	1970	12	2360	Captain R. G. Kinahan	Nagasaki
tellito	cruiser	1420	8	1400	Captain Arthur H. Alington	Singapore
olent	torpedo mining launch	150	1	144		Hongkong
wift	gun-vessel	756	Б	1010	Commander A. C. B. Bromley	Port Hamilton
weed	gunboat	360	3	340		In reserve
ictor Emanuel	receiving ship -	5157	14		Commedere Morant	Hongkong
igilant -	paddle despatch-vessel	1000	2	1230		For sale
anderer	gunboat	925	4	750	Captain Orford Churchill	Port Hamilton
ivern	turret-ship	2750	4	1450		Hongkong
ap <b>hy</b> r	gunboat	438	4	530	Lieut. Com. Chas, K. Hope	Singapore

\* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief. For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list,

## Foreign Men-of-war on the China and Japan Station.

Russian gunboat

German gunboat

<u> 1-</u>							Lalla Brit. bqe.
Name.	Flag and Rig.	Tons.	Guns.	Н.Р.	Captain,	Where at.	Mabel Taylor Brit. sh. Queen Emma Brit. bqs.
Albatross	Austrian gunboat	560	2	580			- Snow&Burgress Am. sh.
	French gunboat	470	4	450	Commander Rupé	Chefoo	
Aspic Bismarck	German cruiser	2810	16	2500	Captain Kuhm	Shanghai	OEBU,
Carola	German corvette	2130	10	2100	Captain Aschmann	Shanghai	Furness Abbey Amer. boe.
Chasseur	French cruiser	920	4	745	Captain Le Gorrec	Amoy	
Comète	French gunboat	475	4	450	Lieut-Commander Noirot	Haiphong	Let a large to the
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama	MANILA.
General Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche	Hongkong	In port on September 15, 1886.
Jaguar	French gunboat	445	2	270	LieutCommander Fouet	Haiphong	Adelina Ger. bge.
Laclocheterie	French cruiser	1910	10	1920	Commander St. Maurice	Hongkong	B: of Oregon Amer. bge.
Latin	French gunboat	485	4	425	Captain Duval	Haiphong	Farragut Amer. ah.
Manila	Spanish transport	- 1000	· -5'	1000	Luis Bayo y Hernandes Pinron	Hongkong	Invincible Amer. sh.
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Corea	John Macleod Brit, sh.
Marques del Duero	Spanish gunboat	459	3	550	Captain Jose Cano Manuel	Hongkong	J. M. Clerk Brit, bge.
Monocacy	U. S. aloop	1370	6	1470	Commander H. Glass	Macao	Lord Lytton Brit, ah.
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea	M. L. Cushing Amer. sh.
Nautilus	German gun-vessel	755	4	600	Commander Rötger	Shanghai	Panay Amer. sh.
Nautilus	Austrian gun-vessel	560	2	420	Captain Charles Spetzler	Shanghai	Stephan Ger, ah.
Olga	German cruiser	2100		A Warrange	Captain Bendemann	Chefoo	Tarapaca Brit. bqe.
Omaha	U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Port Hamilton	
Oxatpee	U. S. corvette	1000	7	1300	Commander J. J. McGlinsey	Yokobama	THE STATE OF THE AREA STATES
Palos	U. S. gunboat	420	6	500	Lieut. Com. Thomas Nelson	Canton	TOLO.
Pluvier	French gunboat	540	-	420	LieutCommander Poidlone	Haiphong	Annapolis Brit bqe.
Primaugnet	French cruiser	2200	15	2270	Captain M. Buge	Hakodate	Austria Brit. bop.
Rio Lima	Portuguese gunbeat	610	.5	500	LieutCom Raphael d'Andrade	Macao	Catharina Dan. bge.
Sagittaire	French gun-vessel				Captain Krautz	Canton	Michele A Ital boe.
Sivotch	Russian cruiser	900	1	1000	Commander Suourieff	Hankow	Sooloo Amer. sh.
Sobal	Russian gunboat	455	7	60	Commander Boyle	Japan	Sovereign Brit. ab.
l'amega	Portuguese gunboat	610	5	500	Captain Avila	Macao	Santa Filomena Span. sch.
Turenne	French frigate	5880	12	4200	Captain Dupuis	Yokohama	T. Tarabochia Amer. bqe.
Vipero	French gunboat	480	14	425	Leont Commander Lapeyrere	Kobe	V. de Rivadavia Span, sch.
Vladimiz Monomach	Russian ironelad	5766	16	7000	Captain Gildebrandt	Viadiyostock	
Part of the second seco	A STATE OF THE STA	2.0	1 5 To 19 6		and the state of t	Comment and the second of the second of	Signal and Staff in Administration report that administration in the California Section Co.

Commander Molchonaky

Captain Joeselike

Vladivos cel

Shanghai

SHIPPING IN OHINA. JAPAN

AND PHILIPPINES WATERS. WHAMPOA Plag & Rig. Destination. Chi. str. Shanghai Brit. Gilsland Brit. str.

AMOY. in port on September 22, 1886. MERCHANT STEAMERS. Dutch British

O. H. Kian Fidelio Hongkong German-Thales British MERCHANT SAILING VESSELS. Ger bo. Ger. 3m. sc. Ger. sch. Claro Babuyan Brit. bqe. Ger. bge. Ger. Norw. bqe.

Ger. Ger. Guaymas Brit nor Gor. John Potts Brit. bae. Kong Lee Sinm sch. L'Avvenire Hr. 3m. sc. Oscar Mooyer

Brit. bgc. FOOCHOW. In port on September 18, 1886. MERCHANT STRAMERS. British Kaisow MEECHANT BALLING VESSELS.

Loong Wha Br. 3m. sch. SHANGHAI. In port on September 25, 1886. MERCHANT STEAMERS. French. British Ancona British Breconshire Chinoso Chi Yuen British Fuh-wo Fushun Chinese

Fungshun Chinese Galley of Lo ne British New York, &c. British Haeshin Chinose British London Hector British Iugeborg British British Killarney Kiang-foo Chinese Kiang-teen Chinese

Kiang-Kwan Chinese Hankow, &c. Lee Sang British Hongkong British Marcia Chinese. Meefoo Neckar German British -Nestor British Ningpo. Ngankin Ningchow British British Prinz Leopold German Store Nordiske Danish Swatow British

British Taiwo W. C. de Vries British Hankow, &c. Wenchow British British Wha-on Marseilles French Yangtse. Chinese MERCHANT SAILING VESSELS. Adam W. Spies Amer. bge. Brit. Albania Nor. bge. Norw, sh. Brit. Birtie Biglow bqe.

Brit. Charley bqc. Laid up Chingtah Chi Colombo Ohi bae. Columbus Ger. Outty Sark Brit. Daniel I. Tenney Amer. sh. Siam. bg. E. T. Crowell Amer. bge, Brit. Hikaku Maru Japan. bg. Hilda

John C. Potter Amer. sh. Brit. boe. Meridian Siam. sch. Norw. bge. Rembrandt Amer, sh. Rufus E. Wood Amer. sh. Sea Swallow Brit. bqe. Brit. Solidor Brit. Sulitelma

Sunrise

Von Moltke

Walter Siegfried Brit. bqe. NAGASAKI. In port on September 11, 1886. Kozaki Maru Japan, bqe.

Amer. .. sh. Brit. bqe.

YOKOHAMA. In port on September 18, 1886. Brit. Beatrice Brit. oge. Favonius Brit. F. Grampp Ger. bge. Amer. sh. St. Nicholas Amer. sh. Theo. Ruger Ger. Utrecht Dut. Ventura Brit

Wilwood Brit. sh. In port on September 13, 1886. Brit. bge. Brit. bge. Mabel Taylor Brit. Queen Emma Brit. bge. Snow & Burgess Amer. sh.

TametomoMaru Japan, bqe. HIOGO.

Printed and published by Gro. MURRAY Bain, at the Chine Mail Office, No. 2 Wyndham Street, Honghong,